

Inland Seas




QUARTERLY BULLETIN OF THE
GREAT LAKES HISTORICAL SOCIETY

VOLUME 5
NUMBER 2

SUMMER - 1949


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Lake Michigan Shipping 1830-1850

By R. G. PLUMB



THERE IS NO better or more interesting method of recapturing the past than to browse through the newspapers of a given period.

This can best be illustrated by a study of the periodicals of Chicago, Green Bay and Milwaukee covering the beginnings of Lake Michigan navigation. In fact the amount of space devoted to marine affairs in comparison with other news material was far greater than it is today. The reason is obvious, since the day of the telegraph and the railroad was not yet at hand and the editor had to rely on the arrival of the boat from Buffalo or St. Joseph to bring him the latest on such matters as the national campaign for president or the War in Mexico. Thus on June 8, 1838, the Milwaukee *Sentinel* thanked Captain Pratt of the steamer *Anthony Wayne* for his kindnesses in delivering papers from the East and the officers of other craft are repeatedly praised for bringing up the latest news via Chicago. Later a gift of pickled lobsters is acknowledged from the captain of the *Great Western*, and on another occasion whitefish from Mackinac are gratefully received. In exchange for these courtesies the papers were not slow in "puffing" the boats and the captains, giving each craft a complimentary notice as it arrived or left port.

The boats of the period 1830-50 fall in two distinct classes, the sailing vessels including the larger ones trading down the lakes, and the smaller ones serving the lake itself and the steamers. Prior to 1835 there was little travel on the lake for the very good reason that most of the territory had not been opened up to settlement until after the Indian treaties had been made. True, there was a very old settlement at Green Bay at which the first steamer on the lakes, the *Walk-in-the-Water*, had made a visit in 1821 and where other early steamers made calls during the succeeding years, generally bringing troops or supplies for the Wisconsin forts. Then at Fort Dearborn (Chicago) a schooner or two a year could take

care of the necessities of that station. The illfated expedition under command of General Scott had, during the Black Hawk insurrection, called at Chicago in 1832. It consisted of the steamers *Sheldon Thompson* and *William Penn*, carrying cholera-infested soldiery. Outside of these sporadic expeditions the trade on the lake was limited to a few little schooners. When the white man began settlements at such points as Milwaukee, Racine, Southport (Kenosha), Little Fort (Waukegan), Sheboygan, Manitowoc and Two Rivers in the period from 1834 to 1837, the growth of Lake Michigan marine began in earnest.

The first to claim attention in the pioneering days were schooners. John P. Arndt of Green Bay had built in 1832 the first schooner, the *Wisconsin*, noted in the list of arrivals at Milwaukee and other ports until lost at Death's Door in 1847. Two years later the *Solomon Juneau*, named after the founder of Milwaukee, was built at that place, a sturdy boat of 60 tons. The *Hiram* and the *Fly*, tiny craft, opened up trade to Southport and the *Llewellyn* and the larger *Oregon* brought the first settlers to Manitowoc. The former boat is also listed as making trips to Green Bay and to St. Joseph, the latter the earliest settlement on the eastern side of the lake, together with the *Swan* and the *Helen*. The *Knickerbocker*, *Merchant* and brig *John Rogers* engaged in the Green Bay-Detroit trade together with the schooners *Jefferson* and *Mississippi*.

The *Sentinel* in August, 1838, rather humorously remarked, "The Schooner *Nekick* (in plain English *Otter*) Captain W. Brooks, came into port last week. She is a new vessel, built at Sheboygan, well fitted for passengers and her captain (who has not heard of Captain Brooks of the old *Jessie Smith*?) is a fine fellow." The *Nekick* advertised in the Green Bay *Democrat* two years later for a prospective trip to Detroit.

What were the usual trade routes of the later thirties? Harbor improvement had been undertaken at Chicago in 1833 and at St. Joseph three years later, but slight work had been done at Milwaukee until well along in the forties. Therefore the ports of call had to be served by lighters or barges while schooners rolled in the waves some distance out. Only at Green Bay could they enter the river mouth. Outside of the trade between that port and Chicago already mentioned, the most traveled route was between Milwaukee and Chicago. Steam vessels made too infrequent visits to serve the needs of those two communities. For instance at the port of Milwaukee in 1835 there were two steamboat

arrivals and that of eighty schooners, a number increased five years later to 126 steamboats and 127 sail vessels.

This busy trade was served between the two towns by the schooners *Ocean*, *Western Trader*, *Solomon Juneau*, *Victor* and *General Thornton*. The *Ocean* made a trip to the mouth of the Kalamazoo while the *Jessie Smith* was listed as visiting Sheboygan and the *N. C. Baldwin* carried on the trade to St. Joseph. In 1839 the *Eliza* is the first trading schooner mentioned as visiting Manitowoc whereas the *Clarissa* added Sheboygan to her calls and the *Western Trader* called at Michigan City.

In 1840 Two Rivers is added to the list of ports regularly visited, principally by the schooner *Liberty*, a midget of twenty-four tons under the command of Captain Guyles. Muskegon and the mouth of the Grand River (later Grand Haven) also became points touched by such craft as the *Ranger* and the *Marvin*. Another east shore village, Manistee, was served soon after quite regularly by the 145-ton schooner *Bonesteel*. Practically all of these craft were registered as bringing in lumber and shingles and usually returned in ballast, although at times freighted with supplies for the small communities. This was the case in December, 1847, when the little schooner *Citizen*, Captain Joseph Edwards, the first craft built at Manitowoc, brought a load of provisions to that village for the long winter ahead.

The year 1841 saw an increasing trade, marked by trips of the *McFarlin*, Captain Andros, to Muskegon, the *Columbia* and the *Ocean* to Sheboygan, the *Manitowoc* to Two Rivers as well as the schooner *Van Buren*, then commanded by the veteran Captain Henderson. White Lake was visited this year by the *Ranger* while the little settlement at Manitowoc was the goal of the *Wenonah*, *Columbia*, *Memee* and *Drift*. The larger craft, *Henry Norton*, 154 tons, appeared in Milwaukee with sixty passengers from Buffalo, showing that all emigrants did not arrive under steam.

It was that September that the schooner *Dolphin* went ashore at Death's Door, the crew being rescued by the fine seamanship of the *Yankee*, although Captain Morgan blamed the *Gazelle* for failing to lend a hand. This was only one of the many disasters that befell the feeble craft as they traversed the harborless lake. The *Sentinel* mentions one day in the fall of 1842 three craft ashore at or near Milwaukee and four at St. Joseph. While in many instances the crew got ashore when their

boats were beached, not all were so fortunate. The schooner *Milwaukee* went down that same fall of 1842 with the loss of nine lives, while the little *Ocean* that had traded at Milwaukee, Racine and nearly all west bank ports followed her to a watery grave two years later, and the *Wave* carried her crew of thirteen to the bottom the same fall. The schooner *Jefferson* met her fate near St. Joseph and an unnamed capsized schooner was located bottom up in the middle of the lake.

The years 1845-7 saw the addition of such craft as the *Gallinipper*, *E. Henderson*, *Toledo*, *Crook*, *Liberty*, *Eagle*, *Traveler*, *Baltic* and *Planet*, all noticed in the lists with the usual ports of call. Through it all the crying need for proper refuge against storms is noted by the papers, as when the *Sentinel* of Milwaukee recorded in November, 1847:

"The schooner *E. B. Wolcott* of Sheboygan went ashore at that port in a gale Monday night. The schooner *H. Merrill* also went ashore and Captain Woodward was drowned in the act of jumping from the sinking craft to the dock."

Then it was the *Gallinipper* that was reported the next year as having capsized and righted to survive three more years before finally going down. The *Tribune*, a 278-ton schooner not a year old, disappeared and was reported as located in eighty feet of water in Traverse Bay the next spring. The *Lasalle* was reported missing late in the fall of 1849 and though it was late in November, the sturdy old *Vieau* went out to search for her until it was determined she had capsized near Racine.

Despite these handicaps the trade went on. The *Eagle* and the *Raleigh* were reported as carrying 8000 bushels each of wheat to Buffalo in '47 and the *Lawrence* 11,000 bushels the next year. It was the schooner *Eagle* that planned to run regularly between Sheboygan and Milwaukee with passengers and freight, since it was explained that the steamers often refused to land persons or freight destined for the former port because of lack of proper harbor facilities. The *Baltic*, though a small craft, was reported as having brought thirty-five passengers from Manistee late in the season of 1848, proving that sail was the resort of travelers where steamboats did not venture. The same year the little vessel *Crook* is remarked as having stopped at the newly settled village of Kewaunee on the west side of the lake.

The chances that these early navigators took is evidenced by such passages registered in the newspapers as that of the *Eliza*, which arrived in Milwaukee with sails all split, and that of the *Cherubusco* which came

into the same port on December 11, 1848, from Green Bay with canvas frozen stiff after having experienced, as the *Sentinel* tersely put it, "considerable difficulty." There was always a last necessary trip to make before winter set in, one final load that had to be delivered, be risk what it may. Finally, however, the fleet was hauled in for repairs and the hardy sailors busied themselves with new shipbuilding, making ready for another season. Such a fleet is recorded at Milwaukee in the winter of 48-49 as one steamer, four brigs, two barques and twenty-seven schooners.

What of steam navigation during these years? Green Bay and Chicago had the lead in the early part of the thirties. Green Bay was served usually by the *Sheldon Thompson*, 241 tons, then over ten years old and a survivor of the Chicago expedition of 1832. When she arrived on her first trip of 1837 in Green Bay, the *Democrat* of that city published the following card:

"The undersigned passengers on board the steamer *Sheldon Thompson* from Detroit to Green Bay during a trip of considerable difficulty feel great pleasure in offering their testimony to her merits as an excellent sea boat and to the handsome and becoming conduct of Captain Brundage. The undersigned in the belief that the boat is perfectly safe and seaworthy publish this card for the newspapers more particularly for the reason that the opinion of the public, which has for some time been unfavorable to her reputation, may be corrected."

Twenty names were subscribed, among them some prominent Wisconsin pioneers. Sad comment when the fact remains that the craft was broken up the same fall.

The *Michigan* and the *Pennsylvania*, somewhat newer and larger boats, called at the Bay the same year and the next spring the newly constructed *Buffalo* of 613 tons was greeted gratefully by the citizens who in turn were given a free excursion on the bay. These craft called at Milwaukee en route to Chicago and were supplemented by the *Thomas Jefferson*, the *Constellation*, the *Madison* and the *De Witt Clinton* in 1838, several of which stopped also at Racine when business required it. These same western ports then welcomed the largest craft then engaged in the trade, the new *Illinois* of 755 tons, commanded by Captain Blake. This was the property of the Newberry interests, whereas the *Madison* was one of the pioneers of the Reed Line. The former boat had cost the then extravagant sum of one hundred thousand dollars to build and equip. Chicago built a little steamer, the *George Dole*, to run on the St. Joseph route, but it evidently did not prove a successful venture since it was

soon converted into a barge.

The steam craft on the lakes, some eighteen in number at that time, had been run by a Steamboat Association in 1834, which planned the schedules and fixed the rates. As usual such cooperation was too good to last and by 1836 the boats were running wild again and often at cut rates. The association was revived in 1839 and the Green Bay newspaper mourned the fact, fearing that the economies effected by the combination would cut down the number of trips to that port. Steam craft, poorly powered, suffered nearly as much as the sailing vessels, from lack of proper harbors. In October, 1838, the 443-ton *Constitution* was driven back to Chicago after having reached a point thirty miles south of the Manitous. "This," said the Milwaukee *Sentinel*, "is another instance of the want of harbors on Lake Michigan and consequent risk of life and property."

In 1839 the Reed Line was running the *Jefferson*, *Madison* and *Buffalo* while independent owners advertised the *New England*, *Anthony Wayne*, *De Witt Clinton*, *Constitution* and *Pennsylvania*. Then in May came the first visit of the new *Great Western*, then the largest boat on the lakes, measuring 780 tons. She burned at the dock that winter but Captain Walker had refitted her and she was greeted by the encomium, "In smooth water she's fine, in a sea she's a steamer." Despite boisterous weather she made a trip in eight days. The next spring she brought up the lakes a large party on a fourteen-day excursion at a rate of \$30 for the round trip. 1839 also witnessed visits of the *Chesapeake*, with her popular Captain Howe, and the same year Green Bay papers note a visit of General Scott on the *Illinois* while they also advertise the little steamer *Fairport* to take passengers down the lakes.

The *Madison* attempted to draw trade by advertising that she could save time by not stopping at Green Bay. Her list of competitors was increased during the early 40's by trips of the *Vermilion*, *De Witt Clinton*, *Missouri*, and *Bunker Hill*. The last named boat, it was noted, had brought New York papers to Milwaukee in six days after publication, a feat for that era. The *Illinois* got as far as Sheboygan on her last trip of the season, and the weather proving inclement, she returned to Chicago to lay up. It was this same boat that in the spring of '43 advertised the new cut rates, as low as five dollars steerage for the trip from Buffalo. In the meantime the rails had nearly reached across Michigan and the

140-ton *Huron* was put on the St. Joseph-Chicago run to connect with them. For those desiring a trip to Green Bay, the Soo and the Manitous, the *Buffalo*, Captain Allen, offered a reasonable priced excursion from Milwaukee or Chicago. The papers noted in September of the same year the arrival of the *Constitution*, delayed twelve hours by storms at the Manitous and bringing the largest load of passengers that had arrived so far on any craft.

In 1844 there arrived the newly built *Nile* of 600 tons that was to be welcomed and praised until her untimely end at the foot of Wisconsin Street, Milwaukee, four years later. Other new liners were the rebuilt *Wisconsin*, the propeller *Hercules* and last but not least the gigantic 1136-ton *Empire*, now under command of Captain Howe. Passengers were a grateful lot in those days. They composed a poem to the *Hercules* and to her captain, Fred Wheeler. On an excursion trip aboard the steamer *Indiana* a gold watch was presented to the captain. The next Fourth of July, 1845, Chief Justice Lemuel Shaw of the Massachusetts Supreme Court was aboard the *Empire* and was prevailed upon to act as chairman of a celebration in Lake Michigan, of which one W. B. Denmore was the orator of the day and Captain Howe made fitting response. Nor were narrow escapes from disaster overlooked, as witness the card:

"The undersigned passengers on board the steamer *New Orleans* from Chicago to Buffalo tender their thanks to Captain Brundage for the nautical skill with which he managed the vessel during the severe gale on Lake Michigan and for his attention to their comforts during the trip."

And again:

"The undersigned passengers on board the steamer *Wisconsin* on her trip from Buffalo to Chicago April 26, 1845, render this acknowledgment to Captain S. Card for his uniformly courteous demeanor and attention to their comfort, for the very excellent brass band and cotillion music that added much to the enjoyment of the trip."

Yet all was not always so bland and lovely, as witness an unsigned contribution from "two ladies whose names can be obtained from the printer" stating that they desired "to make due acknowledgment of the austere treatment they had received from the captain and also from his steward" of another passenger boat.

The Steamboat Association was again in control in 1844 with a fixed rate between Buffalo and Chicago of fourteen dollars cabin class and seven dollars steerage, but within a year or so independent operators

were cutting that rate to as low as four dollars steerage. The tide of immigration from Europe was now at its height and the *Sentinel* makes mention of the piers being congested with boxes and bales and newcomers' belongings after a visit of the *Nile* and the *Empire* on the same day. The year 1846 brought the first trip of the *Niagara*, the new 1084-ton Reed liner, which ran in conjunction with the *Madison* and the *Louisiana*. Independent liners of that year numbered the *St. Louis*, *Boston*, *Hercules*, *Saratoga*, *Oregon*, *Wisconsin*, *New Orleans*, *Cleveland* and *Samson* while the *Columbus* furnished bi-weekly service to the Bay from Buffalo.

1847 was a momentous year on Lake Michigan. It witnessed the great harbor convention at Chicago attended by hundreds from the East, among them such notables as Horace Greeley, Thomas Corwin, Schuyler Colfax and Thurlow Weed.¹ They came by boat and many excursions were arranged, the passengers using their cabins as their hotel while in Chicago. At that gathering a young Whig congressman, named Abraham Lincoln, arose and made a few remarks not considered of sufficient moment to be reported fully in the press of the day. The People's liner, *A. D. Patchin*, was added to the list of down lake carriers that year. Also passengers on the *Empire* expressed their gratitude to the captain and the line for their accommodations and in the fall those who survived the November storm on the *Hendrick Hudson* added their praise for the seamanship of her crew. It was the same month that the propeller *Phoenix*, loaded with emigrants from Holland, burned just north of Sheboygan, entailing a loss of one hundred and ninety lives. It was one of the saddest catastrophies of the lake, whole families perishing with all the belongings that they were bringing with them to their new homes.

The little settlements along the lake were now of a size that was demanding service and in 1848 Captain Ward ran the *Pacific* on a triangular route, touching Chicago, Southport, Racine, Milwaukee and St. Joseph. Later in the fall he put the *Sam Ward* on the same run, so that daily service was possible. On the west shore the two hundred ton *A. Rossiter*, built at Chicago, was placed on a Chicago-Sheboygan route. Later in the season it extended its run to touch Manitowoc and in the spring included Green Bay on its schedule. The Buffalo boats by this time had made it

1. See *The "President Maker" Goes West*, by Mentor L. Williams. (INLAND SEAS, vol. 4, pp. 263-269.)

a practice to stop at Sheboygan and Manitowoc at the bridge piers, when business and weather permitted. Reed had added the new *Queen City* to his line, replacing the older *Madison*, and in 1849 brought out the *Keystone State*. The leading independent liners of the year were the *Globe*, *Great Western* and *Nile*. The Grand Haven, Milwaukee and Sheboygan triangle was now served by our old friend Captain Howe with the 200-ton *Champion*, working in conjunction with the *Pacific*, which now touched at New Buffalo, while the new steamer *J. D. Morton* made occasional trips to Manistee. The year 1849 ended with the usual severe storms, wherein the *Nile* went ashore off Milwaukee and the *Keystone State* broke her arches on the east shore. Rates were again in confusion, the Michigan offering a trip from Green Bay to Buffalo for ten dollars cabin, five dollars steerage. As a further incentive to citizens to patronize her, the captain arranged the usual free excursion on the bay. Then if the residents of the Bay desired to visit Chicago there was the 763-ton *Lexington* advertising her occasional trips.

Thus the two pioneer decades came to a close and Lake Michigan was ready for the humming days of the fifties.

The William C. Moreland

By FRED W. DUTTON

PART II

II

AND THEN Captain James Reid of Port Huron and Sarnia, renowned for his salvage work, appeared in the picture. He thought he could save the vessel. He was a fiercely stubborn man—the tougher the job, the more determined he was to crack it. Here was a real test of his skill and ingenuity. An agreement was entered into between the Reid Wrecking Company and the underwriters to undertake the salvaging of the ship on a no-cure-no-pay basis, Reid to get 65 per cent of the proceeds from the sale of the ship if she was recovered. It was a gamble for high stakes.

About the 20th of November Captain James Reid with his son J. T. (Tom) Reid and a wrecking crew headed by Louis Meyers, a diver of great skill and ability, arrived on the scene of the wreck with the wrecking steamer *Manistique* and the tug *Sarnia City*. Removing of ore still in the hold proceeded slowly for by that time it had become "concreted." It was paralyzing work. They fought ice and repeated gales in the bitter Lake Superior winter, and there were several narrow escapes because of sudden snow storms. Throughout the ensuing month they were able to work on the *Moreland* less than fifteen days, but by the first of January they had some drilling and reinforcing done. But the gods were not yet satisfied. Shortly after New Year's Day another gale, more ferocious than all the others, struck the helpless vessel, driving the wreckers away. The tug *Sarnia City*, it is reported by Captain Tom Reid, who was aboard, sought shelter in the Portage Ship Canal; and it was three days before they had word that the *Manistique* had made Port Arthur safely. It was the worst storm in years, with five feet of snow.

No further attempt could be made to release the *Moreland* that winter. The ship was completely smothered and surrounded by ice and snow. During the winter, Meyers relates, they had decided to build a bulkhead

at No. 14 hatch and salve the after end of the ship, leaving the forward end for future effort. No one on the lakes had ever built a bulkhead of that size before, and it presented special problems of construction. Captain Reid wanted to use logs for the timbers, but Meyers advised the use of square timbers, which would make it more easily adaptable to the laying of planking. Meyers was overruled. It was Captain Reid's plan to build the bulkhead and pump out the after portion, and then float her to some level spot on the beach in order to patch her up to better advantage.

When the wreckers returned to work on the wreck in the spring, however, they proceeded to build bulkheads on both sides of each break, and the whole thing was patched, chained and lashed together, and canvassed. By the middle of June the pumps were started. The diver, Louis Meyers, tells that about 10 P. M. on June 20th he was down in No. 1 hold rearranging the pumps, when Captain Crockett of the *Manistique* called to him to come on deck. The ship was afloat. The tug *James Reid* was in Houghton at the time, and they couldn't do anything with the *Manistique*, for she had only two buckets on her propeller, which had been damaged in one of the blasting operations on the wreck. The engineers managed to get the engines of the *Moreland* turning over, as they had steam on her boilers to operate the pumps and dynamo. The tug *James Reid* finally arrived, but as things turned out it might have been better if she hadn't shown up. The wreck could not be steered for her rudder was out of commission, she took a sudden sheer, the tug's wheel cut the cables holding the patches, the patches fell off, and the vessel started to sink. She was drawing 32 feet forward and her deck was awash when she fetched up again, about two miles west of the point where she had first stranded. Her bow was on the reef, her stern resting in 30 feet of water, with only her after cabin and the top of her pilot house above the surface. It was a close call. Captain Reid ordered his new tug, the *S. M. Fisher*, to the scene, to provide steam for the pumps. The *Manistique* commenced lightering the 3,000 tons of ore still in the hold. Wednesday, June 28th, a snow storm struck which drove all Lake Superior shipping into shelter. By the middle of July the after end was pumped dry and the *Moreland's* own pumps were working again. On July 24th a severe storm swept the lakes, which wrenched the after end of the ship loose from the rest of the hull. Efforts were then concentrated

on saving the stern portion. While pumping it out, the bulkhead gave way, so they rebuilt it and built another behind it.

Meanwhile Captain Reid had a crew of men working in the woods ashore cutting timber for bulkheading the rest of the steamer.

On August 28th the after end was floated into shallow water and the bulkheads reinforced. It was towed into the Portage on the 1st of September and beached near the life saving station. Captain Reid had managed to save less than half of the ship—278 feet of her, to be exact.

Captain Tom Reid recalls that the job cost about \$40,000. The expense had piled up. The tugs left for the lower lakes, but the *Manistique* was seized at the Sault by the U. S. Marshal for security for an alleged account due for supplies. The matter was adjusted satisfactorily, and she was released. That winter the forward part of the *Moreland* slipped off the reef into deep water. Captain James Reid was engaged in wrecking operations on the *W. C. Richardson*, sunk off Waverly Shoal, near Buffalo; the *City of Genoa*, sunk in a collision at Sarnia; and the *John Sharples*, ashore at Galloups Island, Lake Ontario.

The contract called for delivery of the vessel to Superior. Captain Reid wanted to take her to Fort William because he felt there would be a better market for her there. He offered to take her to the latter port, with the understanding that if she could not be sold, he would then tow her to Superior. The next summer, the underwriters finally decided to bring the ship down to Detroit for repair. Accordingly, on September 4, 1912, the long towing job started, with the tug *James Reid* towing, and the *Manistique* laid alongside to steer the helpless vessel. Captain Tom Reid was on the *Moreland* on the way down. It was a difficult task towing the unwieldy hulk. Off Thunder Bay in Lake Huron, in a north-east blow, they nearly lost the wreck. The *Manistique* was forced to cast off, and the *Reid* towed the *Moreland* into Thunder Bay for shelter. Reaching Port Huron on September 16th, one of the pumps broke down, making it necessary to beach the hulk in shallow water. The pump was repaired and she was again pumped out and floated. On September 18th she was towed across the river to Sarnia, where she was placed under the unloading rigs at Point Edward and lightered of the iron ore that still remained in the hold.

On September 26th, with the added assistance of the tug *S. M. Fisher*, Reid commenced towing the ship down the river to Detroit, which took

three days; and she was floated into the drydock of the Great Lakes Engineering Works at Ecorse on September 29th. The work of strengthening the bulkhead and cleaning out the wreck cost about \$1,700. Bids were advertised for the sale of the ship, but none being considered sufficient, all bids were rejected.

About November 29th Captain Tom Reid had the remains of the *Moreland* towed across the river and laid up at the Canadian Pacific dock at Windsor, where she lay for nearly a year, Reid leaving a shipkeeper on her and sending the *Manistique* to pump her out two or three times. Finally the Canadian Pacific Railway notified Reid that the ship must be moved, and on October 7, 1913, he sent the *Manistique* and the *Fisher* to pump the ship out once more, and she was towed back up the river to Port Huron, arriving on October 17th. Reid reported to the underwriters that it was a very difficult and costly job, requiring the services of three of his tugs. The *Moreland* was then beached at Port Huron in what was known as "Reid's Boneyard." For two more years she lay there on the bottom and full of water. In the fall of 1915 they pumped her out, oiled and cleaned the machinery, and cleaned out the boilers and firehold, and on November 22nd Mr. R. Parry-Jones, representing the underwriters, reported the receipt of a bid of \$55,650 for the hulk, which was accepted. It was more than five years since the brand new steamship had stranded on Saw Tooth Reef.

The figures of the cost and expense are of interest:

The contract price of the building of the <i>William C. Moreland</i> was about	\$450,000
The underwriters paid out in the attempt to salvage the vessel in the fall of 1910 (deficiency claim)	44,164
The underwriters paid for the loss of the vessel	392,000
The underwriters paid for the loss of the cargo about	50,000
It cost the Reid Wrecking Co., Ltd., to salvage the after end of the ship—approximately	40,000
The expense of taking the ship to Detroit, drydocking, towing back to Port Huron, etc., was	16,414

The proceeds of the sale of the after end of the vessel were apportioned as follows:

Gross avails of sale	\$ 55,650.00
Less salvage expenses	16,414.46
	<hr/>
	\$ 39,235.54
Underwriters received—35%	\$ 13,732.44
Reid Wrecking Co., Ltd., received—65%	25,503.10
	<hr/>
	<u>\$ 39,235.54</u>

III

It was Roy Wolvin, one of the nephews of A. B. Wolvin, who had bought the wreck. He had interested Joseph Norcross, Managing Director of the Canada Steamship Lines (and founder of that Company) in the purchase of the *Moreland*. The First World War was being fought—there was a critical shortage of ships. Wolvin engaged the services of Messrs. John and Allen Smith, marine architects, surveyors, and appraisers, of Cleveland, to take charge of the rebuilding of the vessel, including putting the existing stern of the ship in seaworthy condition, towing to Superior, and the work of building a new forward end and joining the two parts together. Much difficulty was experienced in finding a shipyard to undertake the work. During the War all shipyards were very busy, there was a labor shortage, materials were scarce. A contract was finally entered into with the Superior Shipbuilding Company (American Ship Building Company subsidiary) to take on the job. It was the last contract let for a privately-owned vessel on the lakes during the War, before the shipbuilders were sewed up with Shipping Board work.

The after end of the vessel had to be cofferdammed or bulkheaded again for the trip up the lakes, for which purpose she was towed to Detroit once more. Captain Tom Reid started out in the spring of 1916 with the hulk. John Smith, who was aboard the tug *Fisher* on the trip up the lakes, relates that they had engineers and firemen on the *Moreland* to keep up steam for the pumps, as well as Negro cooks which they had borrowed from the D & C Line. They towed the hulk stern first to minimize the pressure on the bulkhead, with the tug *Fisher* ahead and the *Reid* on the quarter; but the wreck didn't tow easily in that manner, so the *Reid* tailed out on a long towline. Bad weather plagued them almost continuously, and they had to put in for shelter again and again. The trip took three weeks. But the ship was finally delivered safely at Superior on May 29th and placed in the drydock once more.

In the meantime construction was commenced on a new forward portion for the vessel. The new part was to be 322 feet in length, which would make the new ship 600 feet long—the exact size of the original *Moreland*. Mr. Allen Smith relates that the greatest problem in the task of rebuilding the vessel was the finding of the lowest point of sheer (which was, of course, missing) and the building of the new portion of

the vessel to that sheer line. It was accomplished successfully, and the new ship showed no evidence of the joining together of the old and new parts.

As inspection of the original portion of the ship disclosed that she was in very bad shape, as it was then nearly six years since the stranding, a considerable part of which time the machinery and boilers were under water. Building of the new portion proceeded rapidly, and, as hull No. 524, it was bulkheaded and launched, with no special ceremony, on the 9th of September, 1916. In the launching, there was some slight damage to the protruding portion of the framework and plates, because the bulkhead had been placed somewhat forward of the point where the two parts were to be joined together. The drydock was flooded, the after end (now repaired and put in good condition) resting on the blocks; the new forward end was floated into the dock, and as the water was pumped out of the dock it settled onto greased skids, exactly in line with the after end. Then the new portion was pulled back to the after end. The two parts were riveted together, and thus was born the new *Sir Trevor Dawson*. She was a curious hybrid—she had the “J&L” diamond emblem on her stack and the “CSL” diamond on her bow; and she carried on her bow the name *Sir Trevor Dawson* and on her stern the old name *William C. Moreland*. The registry number of the vessel was changed—a rather unusual circumstance—for the reason that the new steamer included less than half of the old, and she was considered a complete new ship. Old official number 207851 was surrendered on May 15, 1911. The *Sir Trevor Dawson* was documented under official number 214499 November 18, 1916.

The rebuilt steamship cost approximately \$515,000, the principal items of expenditure being:

Purchase price of after end.....	\$ 55,650
Repairing at Wyandotte	3,000
Towing to Superior	10,000
Hull repair—after end	54,000
Boiler, main engine, and auxiliaries overhaul (contracted for on the outside)	65,000
New forward end—constructed at the rate of \$1000 a foot	322,000

Before the new ship was completed, she was turned over to Norcross and Wolvin. Because of the laws in force at that time a foreign interest was not permitted to hold more than a 25 per cent ownership in an

American vessel, and the American Interlake Company, an American company, was formed for the purpose of owning and operating the *Sir Trevor Dawson*, together with the *Stadacona*.

On October 18, 1916, exactly six years to the day from the date of the wreck, the new *Sir Trevor Dawson* was christened. Mrs. Norcross, the sponsor, broke a bottle of champagne over the ship's stempost, and afterwards the guests attended a banquet given by Mr. George A. Tomlinson, president of the Superior Shipbuilding Company. The speakers included the mayors of Duluth and Superior; Mr. R. C. Smith, K. C., Hon. J. P. B. Casgrain, and Mr. Norcross, Montreal; Mr. Henry Thompson, Vancouver, B. C.; Mr. R. M. Wolvin, Winnipeg; and Mr. B. C. Tucker, Cleveland. Most of the party then left on the *Hamonic* for Sarnia. On the run across Lake Superior they were badly shaken up by the "Black Friday" storm of November 21st, in which the *Colgate* and *Merida* were lost on Lake Erie.

On the same day the *Sir Trevor Dawson* cleared for South Chicago on her maiden trip, with a cargo of 11,325 tons of iron ore. Captain Henry Hinslea, father of Lee C. Hinslea, the Cleveland admiralty lawyer, was her skipper. The new vessel performed efficiently and well until the end of the War in 1918, after which the suspension of the coastal laws was permitted to lapse, and accordingly the two ships could no longer carry American ore under Canadian ownership.

IV

As a result, on December 23, 1920, the *Sir Trevor Dawson* and the *Stadacona* were sold to the Pioneer Steamship Company, managed by Hutchinson & Company, of Cleveland. The *Sir Trevor Dawson* was renamed the *Charles L. Hutchinson*.^{*} The depression of the early 20's occurred soon after, there was no business for the two vessels, and they were laid up for a year or more. Since that time, however, they have proven an excellent investment for Hutchinson & Company. Today both vessels are still carrying ore—principally in the Lake Michigan trade supplying the Inland Steel Company's furnaces at Indiana Harbor. They are fine ships, well-kept, seaworthy. Sailors who have served on them speak of them with particular pride.

* The *Stadacona* was renamed *W. H. McGean*, for one of the Hutchinson & Company partners.

Logs For Saginaw

THE DEVELOPMENT OF RAFT-TOWING ON LAKE HURON

By ROBERT C. JOHNSON

PART II

SINCE LOG transportation by barge was impractical, the Michigan lumbermen concentrated their efforts toward the development of a safe and economical method of raft-towing. The solution to the problem was found in the evolution of the bag or sack boom. The success which had accompanied the trial rafting operations in 1885 demonstrated the effectiveness of a raft consisting of a single mass of logs completely surrounded by a boom made up of short timbers of large diameter strung on a chain. As time went on, however, changes were made in the method of coupling the boom sticks together. The sticks most frequently used during the late 'eighties and early 'nineties were logs about sixteen feet in length and seldom less than thirty inches in diameter at the top, with six-inch holes bored through them two feet from each end. To form a boom, the ends of a huge $1\frac{1}{4}$ -inch iron chain were passed through the end holes of two of the sticks and then shackled and riveted together, thus forming a loop which acted as a sort of hinge connecting the sticks. This process was continued, until several logs were securely chained together to make up the boom.¹¹ On some of the larger rafts, such as one which brought more than six million board feet of logs to Saginaw in 1900, the boom consisted of as many as 690 sticks.¹²

The rafting season on the lakes usually lasted from late in May until early in October. During the spring, the logs were driven down the rivers and streams emptying into Georgian Bay and Lake Huron and then run out into storage booms. With the arrival of a tug and an empty boom, a great mass of logs was emptied into the latter, thus forming a balloon-shaped raft which in principle could be compared to a bag.

11. *Northwestern Lumberman*, May 26, 1888, p. 4; George S. Thompson, *Up to Date or the Life of a Lumberman*, 84-5 (Peterborough, Ontario, 1895).

12. *American Lumberman* (Chicago, Illinois), October 27, 1900, p. 27.

Many of the rafts attained large proportions. A raft containing three million board feet of logs covered an area of about ten acres, while an eight-million-foot log raft would be as much as twenty-five acres in area.¹³ Probably the largest raft seen on Lake Huron during the 1890's was one towed from Georgian Bay to Tawas in 1892. It contained 91,700 logs, scaling about ten million board feet, and needed three tugs to handle it.¹⁴

Since a tug towing a raft of several million board feet of Canadian logs could travel at no greater speed than a mile an hour, a week or ten days would pass before it could reach its destination on the Michigan side. If it did not encounter adverse weather, log losses were slight. A boom consisting of short sticks of large diameter undulated and swayed with the motion of the waves, and the impounded mass of logs had little chance of escaping. Indeed, so safe did raft-towing become under favorable conditions that a writer in a lumber trade journal optimistically boasted that "It's no more of a trick to raft logs over to the Saginaw valley from Canada than it is to bring them down by rail on the Flint & Pere Marquette railroad."¹⁵

In spite of this boast, and others of a similar nature, raft casualties sometimes became heavy if stormy seas were encountered. Curiously enough, loss of logs was heavier near the shoreline than on the open lake. If a chain or stick should break or get loose while the raft was some distance from the shore, the tug with the severed boom would keep circling around the logs until the storm abated and the weather allowed the raft to be reassembled. No such operation was ordinarily possible near the shore. On several occasions tugs towing rafts along the shoreline were forced to abandon their tows during storms, and both the booms and the logs would then be cast along the coast for several miles.¹⁶

The danger of log losses if a boom happened to break was somewhat lessened by the practice of surrounding the raft with a double set of booms. Further security against loss was also given by increasing the dimensions of the raft. Most of the early rafts were of small area, usually containing no more than five hundred thousand or a million board feet

13. *Northwestern Lumberman*, August 27, 1887, p. 4.

14. *Northwestern Lumberman*, August 20, 1892, p. 7; *Marine Review* (Cleveland, Ohio), October 13, 1892, p. 11.

15. *Northwestern Lumberman*, July 2, 1892, p. 2.

16. Thompson, *Up to Date*, 85.

of logs. But after much experimentation, it was found that rafts containing several million board feet could better withstand a storm than those of smaller size. The force of a huge wave striking a raft of large proportions would be broken by the front logs, which would be piled up high, while the rest of the raft would remain almost unaffected. A few yards back from the front logs there would be only a heavy swell, and at the lee of the raft, according to one raftsmen, "a man could walk over it as easily as if it were in a sheltered harbor."¹⁷

And yet, in spite of these great improvements in lake-rafting techniques, raft casualties continued to be reported. The effects of one large storm on log-rafting operations on Lake Huron have been graphically described by a raftsmen:

The latter part of May in most years is pleasant on the lakes, but on Decoration day, 1889, a terrific storm swept over the lake region, carrying destruction far and wide. On land the gale stripped the leaves and limbs from the trees, blew down smoke stacks and chimneys, and on the water everything outside sought shelter, and rafts were left to their fate. No less than six large rafts went ashore. Gathering up the scattered logs was attended to by the hardy river drivers, who, with their peavies, rolled the logs into the water so that they would float, when they were pushed into deep water with large pike poles. Long strings of booms were used to gather in the floating logs, the shore end being handled by teams, and the other end, reaching far out into the lake, by tugs. At night the ends of the string of booms were brought together and towed into sheltered water, where they were tied up until enough were got together to make up a raft.

Under favorable conditions the cost of picking up stranded logs was about thirty cents a thousand board feet.¹⁸

Adverse weather also caused frequent delays in lake-rafting operations. An interesting example was furnished in the fall of 1886, when the first attempt was made to tow a raft from Georgian Bay to the Michigan side. The raft, consisting of three million board feet of logs, was made up at the mouth of the French River in September and was to have been towed to East Tawas by the tug *Mocking Bird*. When the tug arrived, however, a storm set in which made towing impossible. After pulling on the raft for eight days, the *Mocking Bird* abandoned it to engage in wrecking expeditions in other areas. In the middle of October she returned and succeeded in towing the raft out into Lake Huron. Then another storm came up, and the tug and raft were forced back into the bay. Since the

17. *Northwestern Lumberman*, September 24, 1892, p. 6.

18. *Northwestern Lumberman*, September 24, 1892, p. 6.

season was far advanced, no further attempt at towing was made, and the raft was left in a sheltered cove on Strawberry Island until the following spring.¹⁹ On another occasion, in July, 1892, a storm on Lake Huron was so violent that a raft containing two and a half million board feet of logs dragged the tug *Sumner* no less than twenty miles off its course.²⁰

The great period of log-rafting on the Great Lakes was during the decade of the 'nineties. Although it is true that as early as the summer of 1886 the Saginaw lumber manufacturers had begun to draw upon Canadian timber to stock their mills, it was not until after 1890, when the Ottawa government removed the export duty on pine logs, that the traffic in logs across Lake Huron assumed large proportions. The statistics of the amounts of Canadian timber sawed in eastern Michigan mills are far from being accurate or complete. One estimate is as follows:

1890	25,000,000	board feet
1891	80,000,000	" "
1892	184,000,000	" "
1893	184,500,000	" "
1894	301,000,000	" "
1895	279,229,743	" "
1896	274,388,654	" "
1897	252,344,532	" "
1898	238,843,024	" "
Total	1,819,305,953	board feet. ²¹

To handle this large traffic in logs, raft-towing companies were soon formed. Two of the most prominent among these were the Saginaw Bay Towing Company, formed in 1888 by Captain Benjamin Boutell and P. C. Smith, and the Michigan Log Towing Association, incorporated in 1890 by some of the Saginaw lumbermen interested in Canadian timber. By 1894 these two towing associations owned and operated fourteen tugs and handled a large part of the lake-rafting business.²²

The rapid growth of raft-towing during this period was not welcomed by the vessel interests of the lakes. The large, unwieldy, often in-

19. *Northwestern Lumberman*, October 23, 1886, p. 4; October 30, 1886, p. 5; November 6, 1886, p. 3. The raft was never brought over; in the following spring it was sold and the logs were manufactured on the Canadian side.

20. *Northwestern Lumberman*, July 30, 1892, p. 4.

21. *American Lumberman*, January 28, 1899, p. 41.

22. *Northwestern Lumberman*, August 25, 1894, p. 4.

adequately lighted rafts soon became regarded as one of the major menaces to lake navigation, especially at night or in foggy weather. Collisions were not rare. For example, on one dark night in August, 1890, the steamer *Jewett* ran into an unlighted raft, estimated to be a quarter of a mile long, about twenty miles below Thunder Bay on Lake Huron. In order to extricate the vessel, the raftsmen were forced to cut the boom chains. Not only was the *Jewett* delayed more than six hours, but all of its wheel blades were broken while trying to get clear of the raft. Unfortunately, this was not all. Almost at the same time that this mishap occurred, a steam barge ran between the tug and the raft and, becoming entangled in the tow line, was disabled and had to be towed to Port Huron for repairs.²³

Greater hazards to navigation resulted from rafts being towed through the narrow and difficult channels connecting the lakes. A raft of several million board feet of logs towed by a single tug often became unmanageable in the St. Marys, the St. Clair, the Detroit, and other connecting rivers and canals; it would not only sweep away buoys, but also cause considerable delays to vessel traffic. For example, in the summer of 1892 a raft in the Portage Lake Canal, across Keweenaw Point in the Upper Peninsula of Michigan, obstructed the passage of all vessels for three full days.²⁴ In 1890 alone, damages to vessels caused by rafts in the St. Marys River amounted to more than sixty-two thousand dollars.²⁵ On one occasion, in August of that year, the steel steamer *Joliet* met a log raft being towed by one small tug at the entrance of the St. Marys River. Since the raft covered almost the whole of the channel, the *Joliet* was crowded onto the rocks, where she settled and was not able to be removed until two days later. At the same time, the wooden steamer *Robert R. Rhodes*, just astern of the *Joliet*, was forced to run through the raft, cutting it to pieces. Damage to the *Joliet* alone was estimated to be thirty thousand dollars.²⁶

Vessel navigation between Lake Superior and Lake Huron was made doubly difficult by the raftsmen's method of bringing logs down the rapids of the St. Marys. At the head of the Sault the large bag booms were opened and the logs allowed to float unhindered down the river.

23. 53 Congress, 2 session, *House Executive Documents*, no. 22, p. 36 (Serial 3223).

24. *Northwestern Lumberman*, April 1, 1893, p. 8.

25. 53 Congress, 2 session, *House Executive Documents*, no. 22, p. 54.

26. 53 Congress, 2 session, *House Executive Documents*, no. 22, pp. 34-5.

At the foot of the rapids the logs were gathered together and re-rafterd into smaller booms, which were towed to the Sailors' Encampment. Here the logs were again emptied into one large boom for the rest of the journey down the St. Marys to Lake Huron. Vessel men soon complained that the re-raftering operations hindered navigation and that the sizes of the rafts prevented the safe passage of many points in the river.²⁷

By 1893 the vessel interests of the lakes were so thoroughly aroused by the increasing number of collisions and delays caused by log rafts that they began an agitation for legislation to regulate and restrict raft-towing. Accordingly, early in February of that year Congress approved a resolution authorizing a board of engineers "To investigate the subject of raft-towing on the Great Lakes and their connecting waters, and to report to Congress as to what restrictions, if any, should be placed upon the size and manner of constructing and towing rafts . . ."²⁸ Two months later the board met in Detroit to hear the views of both the raftsmen and the vessel owners. In a brief submitted to the board by the Lake Carriers' Association, the shipping interests set forth their demands. In the first place they proposed that all tugs towing rafts should be required to carry "two white lights showing all around the horizon, arranged horizontally . . . not less than 8 feet apart and at least 20 feet above the deck." Such lighting, they thought, would be adequate to warn approaching vessels that a tug carrying these lights had a raft in tow. In the second place, they demanded that the tugs should be equipped with screeching whistles, whose "quality of sound . . . would, in foggy weather, give the same timely notice of a raft in tow as the horizontal range of lights would afford in the nighttime." Thirdly, the vessel owners thought that no raft should be allowed to navigate the St. Marys, the St. Clair, and the Detroit Rivers without at least two tugs, one at each end, of sufficient power to keep the raft under control at all times.²⁹

With these requirements the raftsmen were willing to comply. But when the Lake Carriers' Association made the further demand that no raft exceeding eighty feet in width and eight hundred feet in length should be allowed to navigate the St. Clair, the Detroit, and the St. Marys Rivers, the raftsmen immediately protested. In their own brief to the

27. 53 Congress, 2 session, *House Executive Documents*, no. 22, pp. 32-3.

28. 53 Congress, 2 session, *House Executive Documents*, no. 22, p. 1.

29. The brief is quoted in 53 Congress, 2 session, *House Executive Documents*, no. 22, pp. 27-34.

board of engineers, they minimized the hazards to navigation caused by rafts and claimed that the proposal of the vessel men to restrict the sizes of the rafts navigating these connecting rivers would destroy the rafting business. The second argument was not without some justification. The sawmill centers of eastern Michigan, as well as those along the south shore of Lake Erie, were almost entirely dependent upon Canada and the Lake Superior region for their timber supply. In order to continue their operations there was an urgent need for an economical and safe means of log transportation. Raft-towing on a large scale filled this need, and the raftsmen felt that any attempt to restrict the size of the rafts would not only increase the costs of transportation but also make it less safe.

In its report to the chief of engineers, the investigating board favored the vessel interests. After concluding that raft-towing on the Great Lakes and their connecting waters was both a serious impediment to navigation and a menace to life and property, it recommended that such towing should "be regulated by clear and comprehensive laws which shall include adequate penalties for their violation." Among its recommendations were several which were strongly opposed by the lumbermen. The most objectionable were the following:

(5) That in and through connecting and connected waters of the Great Lakes, such as harbors and rivers with narrow entrances and channels, no bag rafts shall be permitted. . . .

(7) That for entering and navigating all harbors with narrow channels, all rivers navigated by vessels other than rafting tugs, except in the rivers St. Mary, St. Clair, and Detroit, said harbors being on or connecting with any of the Great Lakes, and for entering or passing through the Portage Lake Ship Canals across Keweenaw Point, Michigan, logs shall be made into crib rafts, with the logs essentially parallel to each other in the direction of raft length and be held together by frequent cross sticks, chains, or cables; and that rafts shall not be of greater dimensions either way than 50 feet wide by 600 feet long, and if longer than 300 feet, shall be handled by two tugs of sufficient power to properly control them. . . .

(9) That on the St. Marys River between Sault Ste. Marie and the head of Mud Lake, at a point two miles below the position of the Encampment Crib Light, rafts shall not exceed 600 feet in length and 60 feet in width; that they shall be securely fastened by cross ties, or otherwise, to preserve, as far as possible, a uniform width; that each raft shall be handled by not less than two tugs of sufficient power to keep the raft under control and to move it to one side of the channel sufficiently to permit vessels to pass. . . .

(10) That on the St. Clair and Detroit rivers, rafts shall not exceed in length 1,200 feet, nor in width 100 feet; that they shall be securely cross-tied to preserve uniform width. . . .

For the willful violation of any of these restrictions, the board recommended that the towing vessel should be liable to a fine of not less than one hundred dollars and not more than one thousand dollars and that the offending master of the vessel should be imprisoned for not less than one month and not more than six months.³⁰

An attempt to give these restrictions legislative force by including them in the rivers and harbors appropriation bill of 1894 was successfully opposed by the raftsmen under the leadership of General R. A. Alger of Michigan. Although the House of Representatives gave its approval to the recommendations of the board of engineers, the Senate all but defeated them. In July the upper house sustained its Committee on Commerce by voting to strike out the clause prohibiting bag rafts from entering harbors and rivers with narrow channels and entrances and by agreeing to drastic amendment of the other recommendations. The restrictions on the size of log rafts allowed to pass through the connecting waters of the lakes were considerably modified so as to favor the raftsmen. By the provisions of the Senate bill, any raft, 2,200 feet in length and 200 feet in width—almost double the size recommended by the engineers—would be allowed to navigate the St. Clair, Maumee, Detroit, and Niagara rivers. The other recommendations as to restrictions on size, including those on rafts passing through the St. Marys, were wholly rejected.³¹ So weak did this section of the bill become that in a conference between the two houses of Congress, it was struck out altogether.

The failure of Congress to enact legislative restrictions on lake-rafting in 1894 was remedied by the Ontario government four years later. When, in 1897, the Dingley Tariff restored the import duty on Canadian white pine lumber, the legislature at Toronto retaliated in the following year by approving the regulation that all logs cut on crown lands should be manufactured within the province. This action, more than anything else, put an end to the log-rafting activities of the Michigan lumbermen. Except for an occasional raft of logs coming down from Lake Superior or going across Georgian Bay, Lake Huron and its connecting waters were once again the peculiar preserves of the vessel owners.

30. 53 Congress, 2 session, *House Executive Documents*, no. 22, pp. 2-4.

31. *Congressional Record*, 53 Congress, 2 session, pp. 7408-9.

A Name for All Time

By GRACE LEE NUTE

A few days before his death on February 26, 1710, Daniel Greysolon, Sieur Du Luth, called a notary and completed his will. It describes his possessions, including a certain portolan atlas; mentions the coming of the notary, anticipated as he sat in his armchair before the grate in his home on St. Paul Street, suffering from gout; and otherwise pictures in some detail the heroic old explorer.

Squares of a wintry sun
Slowly advancing on a floor of pine
Creep through the chamber in the Rue St. Paul,
Where, in his armchair, slumbers Daniel Du Luth.

See how a twinge of pain
Pulls down the corners of his smiling lips—
Lips framed in whitening hair—
And digs a furrow down his sunburnt brow.

"Sacre! I thought I felt
An arrow from a treach'rous Saulteur's bow
Tipped with a copper point from Isle Minong
Piercing my leather leggings here!

"Pardieu! Not even such a point
Could penetrate these wretched rolls
Of linen. Fancy Daniel Du Luth
Dying of gout! In an armchair!

"An armchair for a canoe
And for my paddle a cane!"
Bitterly muses Du Luth.
Gout makes the bravest complain.

Gout holds him captive at last
Whom savages feared. The grate
Illumines the atlas he holds.

"La Salle died and so I must.
Chouart is gone and Marquette.
Soon will the notary come.

"La Salle! I do not forget
The letter he wrote of me!
He was scarcely a generous man!

"He named me a coureur du bois,
An outlaw unlicensed to trade!
Sacre! These bandages bind!

"An outlaw! A loose voyageur!
His Hennepin found me of use!
Indians fear not a monk!

"La Salle, Hennepin, not these,
Could quell the savages once,
And I was recalled, *Sieur Du Luth*.

"Yes, I. I might be an outlaw
But I could turn from my route
West where the sea would be found.

"Ah! Thrice *Du Luth* was recalled,
And loath was I to return.
I shall never now find that sea.

" 'Tis joy to heed my King's will.
Though it shatter my dearest hope.
Vive le roi soleil!

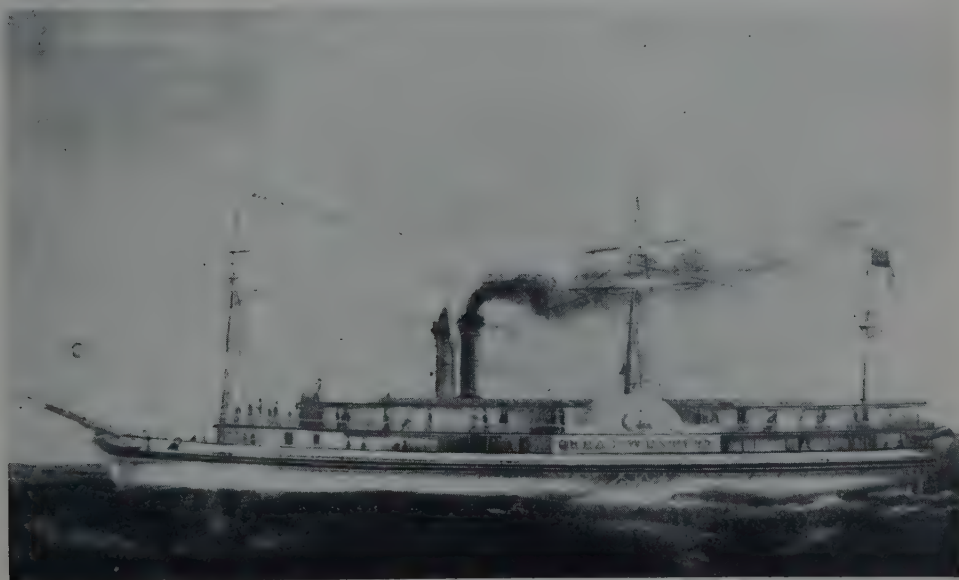
"Hennepin's book brought him fame;
La Salle is known the world round.
Who will remember *Du Luth*?

"Forgotten! Except for a slab
In the holy Recollects' church,
Reading his birth and his death.

"Is it better to lie and defame
To secure a name for all time?
Jamais! Ah! Entrez, *M'sieu' le notaire*."



THE *Turret Cape*. Photograph by courtesy of Louis Baus.
(See page 122.)



STEAMER *Great Western*, first side wheeler to have upper cabins, built
at Huron, Ohio, 1838. Photograph by courtesy of Louis Baus.
(See page 67.)

Sandusky Daily Register--Extra

TUESDAY, SEPT. 20, 1864.

Seizure of the Steamers **PHILO PARSONS!** —AND— **ISLAND QUEEN!**

Statement of the Clerk of the Parsons.

The steamer Philo Parsons left Detroit on the morning of September 19th, at 8 A. M., with about forty passengers. Immediately after leaving Detroit, a young man, whom I had frequently seen before, came to me and, calling me by name, said there were four passengers who wanted to take the boat to Sandwich, a small town on the Canada side of the river, some three miles below Detroit. I reported the same to Capt Atwood, and he stopped and took them on. They said when they came on board that they were taking a little pleasure trip, and intended to stop at Kelley's Island. All the baggage they had was a small hand

satchel. At Malden, twenty miles down the river, on the Canada side, where the boat stops regularly, there was about twenty men came aboard and took passage for Sandusky. As it has been quite common of late to take on nearly that number of passengers at this point nearly every trip—most of them being skedaddlers from the State of Ohio, and, getting starved out in Canada, are returning home. I at once set the party down as a lot of skedaddlers returning home. A large, old-fashioned trunk tied up with ropes, constituted the baggage of the party. Everything went off quietly during the day. The boat stopped at a number of the islands, taking on quite a number of passengers. Captain Atwood stopped off the boat at North Bass Island, where he resides.

Shortly after leaving Kelley's Island, between the Island and Sandusky, I was standing in front of my office, when four of the party came up to me and drawing revolvers, leveled them and said, if I offered any resistance I was a dead man, at the

same time the old black trunk flew open and in less time than it takes to write it, the whole gang of about 35 were armed to the teeth with revolvers, hatchets, &c. I then told them that they apparently had the strongest party and guessed I should have to surrender, they then stationed two men to watch me, the remainder rushing into the cabin threatening to shoot any one that offered any resistance, there was a large number of ladies on board, who were very much frightened. The boat was then headed down the lake for about an hour then turned around and ran to Middle Bass Island, while lying there the steamer Island Queen came along side, she was instantly sided, quite a number of shot were fired and a number were struck with hatchets, but I think no one was killed. The passengers of both boats were then put ashore, and a portion of the baggage. After taking what money I had they requested me to go ashore—they allowed me to take my private property, but none of the books or papers belonging to the boat.

The boats were then started out in to the lake, the Parsons towing the Queen a short distance into the lake, and then let her go adrift. From observations at Kelley's Island this morning, the Queen was supposed to be seen ashore on Middle Island. After putting off the passengers at Middle Bass Island, the Philo Parsons headed for Sandusky, and was gone about four hours. After a while twice she returned under a full head of steam, and after passing Middle Bass, headed for Malden, Canada, and steered in that direction as long as she could be seen. The crews of both boats were retained, and made to do the bidding of the parties in possession. The Captain of the gang informed me that he would place myself and the passengers where we could give no information until morning, and before that time their work would be completed. He said it was their intention to run to the mouth of Sandusky Bay, and if they received the proper signals, it was their intention to run in, attack the U. S. steamer Michigan, laying off Johnson's Island, and then release their friends imprisoned at that place.

W. O. ASHLEY.

REPRODUCTION through courtesy of Charles E. Frohman.

(See page 101.)



THE *Arrow*, once called "the fastest steamship in Western Waters."
(See page 112.) Photograph by courtesy of William A. McDonald.

Detroit, Monroe and Toledo.

The Splendid Low Pressure Steamboat.

ARROW,

CAPT. J. W. KEITH,

*Leaves Detroit every Monday, Wednesday and Friday
at 9 o'clock, A. M. Leaves Toledo every Tuesday,
Thursday and Saturday, connecting at Monroe, each way
with the M. S. R. R. line Steamers for Buffalo, and
also the Express train of Cars for Chicago*

G. TYLER, Clerk, O. A. JUDKINS, Stevedore

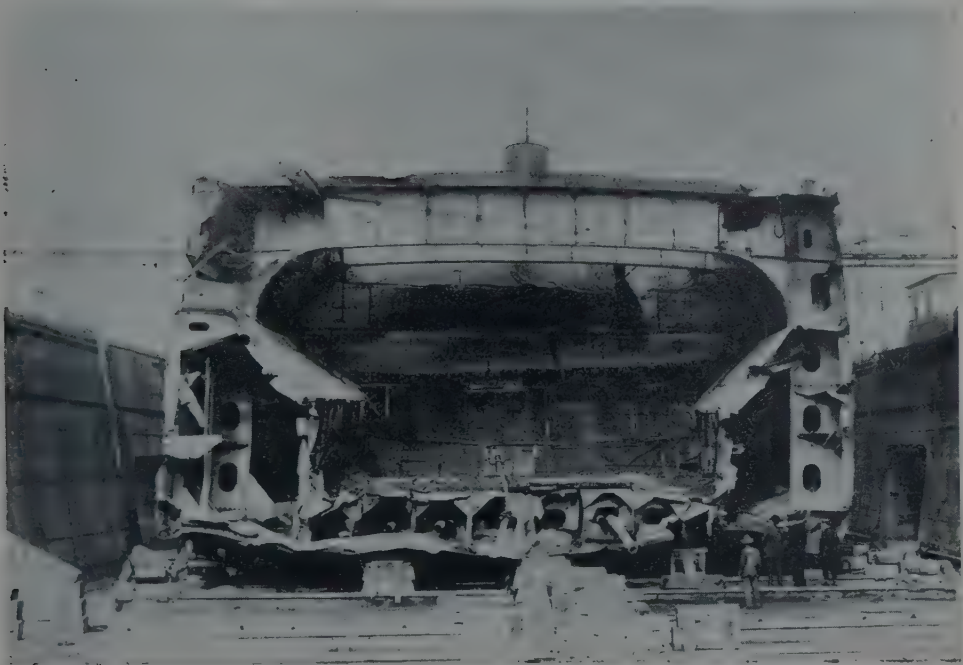
ADVERTISING CARD of the steamship *Arrow*. Reproduction by courtesy
of William A. McDonald. (See page 112.)



PORT OF AMHERSTBURG, ONTARIO, 1946, showing the Government Dock with tugs and lighters of McQueen Marine, Ltd. To the left is the *Kamloops*, a corvette of the Canadian Navy. Photograph by Burt Johnson. (See page 111.)



THE *Sir Trevor Dawson*. Photograph by courtesy of Leckie McCreary Schlitz and Hinslea. (See page 81.)



AFTER END of steamer *Moreland* in drydock at Detroit. Photograph by courtesy of the American Shipbuilding Company. (See page 78.)



STEAMSHIP *Monarch*. Wrecked on Isle Royal, 1906. (See page 108.)



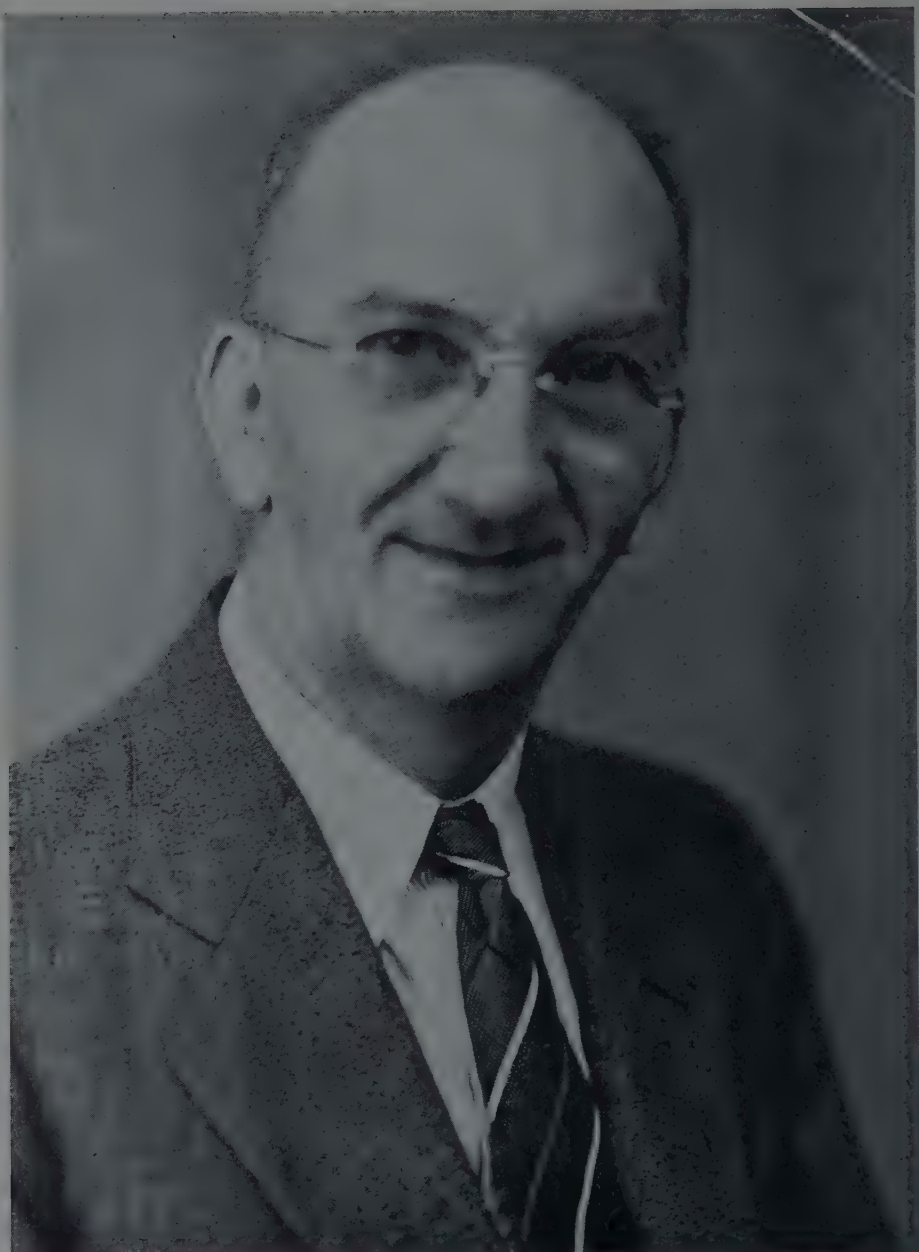
PORT ANCHOR of the *Wolverine* (U.S.S. *Michigan*) at the home of A. F. Wakefield, Vermilion, Ohio. Photograph by Richard Koontz. (See page 124.)



C. D. NELSON CO. MILL at Port Sherman, Michigan, in 1882. Photograph by courtesy of the W. J. Brinen Lumber Company.



THE STEAMER *George C. Markham*, November 11, 1909 at the John Schroeder Lumber Company's dock, Milwaukee. Photograph by courtesy of the W. J. Brinen Lumber Company.



LOUIS BAUS, 1875-1949. Photograph by courtesy of the *Cleveland Plain Dealer*.

Confederate Raiders on Lake Erie Their Propaganda Value in 1864

By WILLIAM FRANK ZORNOW

PART II

THE *Island Queen* sank in a few feet of water near Chickanolee Reef. No serious damage was done, and the ship was back in service in a few days. Beall and his men returned once again to Sandusky only to find the *Michigan* still on guard duty at the mouth of the Bay. His crew's nerve began to break. They had received unfavorable news at Kelley's Island from Cole's messenger; something apparently had gone wrong. They urged Beall to turn back to Canada. A veritable mutiny developed among the men. Only one stood by Beall and Burley, while the rest declared that revolvers and hatchets were not a formidable enough armament to overcome even a feeble cruiser like the *Michigan*. In the face of this mutiny Beall realized that the last opportunity for a successful mission was fading; he turned the vessel about and raced back to the Detroit River. He was bitterly disappointed at the unwillingness of his men to sustain his scheme. During the return journey the Confederate flag was raised at the masthead and for a few hours, at least, it floated over the Great Lakes. How much different it might have been had Cole not failed, and had the *Michigan* fallen into enemy hands. It might have raised havoc for a while along the Erie coast, but now the golden opportunity had slipped. Once safely in Canadian waters the conspirators released their prisoners who had been locked in the cabin during the whole affair. The *Parsons* was abandoned in a sinking condition near Sandwich, and the conspirators took to the woods. As in the case of the *Queen*, the damage to the *Parsons* was very slight and it was rapidly back in service.

As matters turned out, it was fortunate for Beall and his men that they did not attempt to attack the *Michigan*. They would undoubtedly have been killed; for the plot was known, and the crew of the ship was mustered, the guns primed and shotted to fight. The conspiracy had been revealed, and Cole had been taken into custody.

There are two very plausible versions of how Cole was taken, and both of them are based on the testimony of eye witnesses. Ensign Hunter claimed that Lieutenant Colonel Benjamin Hill, the commander of the area, notified Captain Jack Carter of the *Michigan* that he had received word from men in Canada that a plan was in operation to seize the vessel. A second telegram on September 19, repeated the warning: Hill said that he was "assured that officers and men have been bought by a man named Cole; a few men to be introduced on board under guise of friends of officers" Hill urged Carter to investigate these rumors because he looked "upon this matter as serious." Acting on this information, Carter dispatched Ensign Hunter to find Cole. The latter was discovered at his hotel in process of packing his bags. He seemed glad to see Hunter and immediately invited the officer to accompany him that evening to a drinking party. An invitation was extended to bring other members of the ship's company too. Hunter begged off on the ground that he was to be on duty that evening. Later he suggested that Cole should accompany him aboard ship, while he asked Captain Carter to relieve him from duty that evening. He promised that if this request were granted he would attend the party. Cole and the ensign returned to the *Michigan* where the former was taken into custody by Captain Carter. A search of his person revealed some incriminating documents exposing his connection with the Confederacy.⁴

The other story of Cole's arrest is to be found in Huntington's manuscript. He, of course, was not reporting events which he saw himself, but based his account on evidence provided him by two eye witnesses and participants. His story relates that

In August 1864 a Mr. Cole came to the city and put up at the West House. He posed as a wealthy retired oil operator from Pa. He had plenty of money and entertained lavishly at the hotel wining and dining Capt. Carter and his officers manning the U. S. warship *Michigan*, and others. A United States Secret Service man was in Sandusky at the time and suspicioned (*sic*) him of being an agent of the Southern Confederacy there for the purpose of capturing the *Michigan* and releasing the Prisoners at Johnson's Island, but he was unable to get any evidence that would warrant his arrest. Finally the Secret Service man went to Mr. George Marsh, a leading merchant of Sandusky, who had a niece from Louisville, Ky, staying with him to whom Mr. Cole had been paying attention. He told Mr. Marsh his suspicions of Mr. Cole and said that he could get nothing on him to warrant his arrest. He ask (*sic*) Mr. Marsh if he thought it would be advisable to try to enlist the services of his niece in un-

4. This version is based on the story Ensign Hunter told Frederick Shepard.

covering the plot, if any. Mr. Marsh said that it would do no harm to ask her. When the Secret Service man saw Miss Marsh she agreed to help him what she could (*sic*).

Mr. Cole had invited Capt. Carter and some of his officers, to dinner at the West House, but either having suspicioned (*sic*) or having been warned they did not attend. At half past one or two in the afternoon the Secret Service man went to a Mr. Sullivan, the desk clerk at the West House, and asked him if he could locate Mr. Cole at that time of the afternoon. Mr. Sullivan said he thought he could and they went down to a restaurant on the south side of Water Street where they found him. The Secret Service man persuaded him to put up his hands, searched him, and then took him to the jail.

The stories seem to be greatly at variance with each other in nearly every detail and yet both were supposed to be based on the statements of participants. Huntington obtained his story from Miss Marsh and Mr. Sullivan. Hunter recounted his version to Frederick Shepard. In all cases the testimony was given many years after the events occurred. Nowhere in his story does Huntington explain the role which Miss Marsh was supposed to have played. His statement that Cole wine and dined Captain Carter is also at variance with the Captain's own statement that he never saw Cole until the time of his arrest. For our purposes the riddles created by this conflicting testimony do not require solution. The only point of significance is that Cole was arrested and thereby prevented from doing whatever mission he had in mind. It does not matter whether the credit for his capture belongs to Carter and Hunter or to an unidentified Secret Service man.

After the *Michigan* had been cleared for action and the crew waited patiently for the arrival of the *Parsons*, Captain Carter changed his plans, after waiting several hours, and set sail to find the raider. He arrived at Kelley's Island the next morning and the inhabitants were overjoyed to find that the ship was still in rightful hands. He continued northward and soon picked up Ashley and a son of John Brown in a row boat headed toward Sandusky to report that the raider was loose on the lake. Huntington claimed that George Mayle, acting mate of the *Island Queen*, and Lieutenant Lang of the 130th Regiment were also in the row boat. After picking up the men in the row boat, Carter called a conference of his officers and Hunter suggested that since they had taken off without orders it would be best to return to Sandusky in case the raider slipped past them and attacked Johnson Island. The *Michigan* then returned to its base and found that the Stars and Stripes were still flying over the island prison.

It might be asked what plans did the raiders have for seizing the *Michigan*? What was to be Cole's part in setting the stage for the capture? This is difficult to answer for the evidence is inconclusive. In Hill's telegram of September 19 there seems to be a significant sentence. Hill wrote that "a few men to be introduced on board under guise of Friends of officers." It may have been the intent to use these alleged friends to overpower the other officers of the ship. These men, however, could have only been brought aboard if Cole had succeeded in bribing some of the officers. He apparently had not been successful in bribing anyone. Also the number of "friends" which could have been brought aboard without arousing the suspicion of the loyal officers would not probably have been sufficient to overcome the entire crew of the ship. A second possible explanation is that Cole intended to get some of the officers intoxicated. Hunter was invited to a party that very evening as were other officers. This does not seem possible, however, because only one officer was permitted to be away from the ship at a time. Cole had little chance, therefore of getting enough of them ashore to seriously weaken the complement of the vessel. A third suggestion as to how the *Michigan* was to be captured was that Beall intended to set fire to the *Parsons* in the harbor. The *Michigan* would have sent boats to rescue the survivors and in the confusion Beall's men would overpower them and then attack the warship. Beall had several prisoners aboard: he was not the kind of man who would endanger noncombatants, so it is highly unlikely that he would have used this method. The only plausible explanation seems to be that Cole was supposed to bribe some of the officers and men, and he had failed to do this.

Several years after the war Huntington spoke to a man who had been present on the raid. At that time the man (Huntington does not remember his name) was employed as a machinist in Cleveland. With due allowances for the vagaries of memory after forty years this is his version of what Beall intended to do to capture the ship:

. . . They intended to run along side of the *Michigan*, board her, clap down her hatches and fight it out with the watch on deck, then turn her guns on the troops guarding the prisoners and release them. Then with the *Michigan* go to Sandusky, get enough boats to carry the prisoners (after arming them with guns taken from the guards) to Sandusky and let them find their way South the best they could. The channel into Sandusky at that time run (*sic*) within a few rods of the *Michigan* and they thought that the *Michigan* would be reluctant to fire on the *Parsons* as she had a good many passengers aboard. He

said that they were sure of success if Cole had carried his part through successfully and then they would have command of the lakes.

The entire plan had proved to be a complete failure, but the Union papers were quick to point out that the venture was simply another minor phase of a great Confederate-Democratic conspiracy to disassociate the northwest from the rest of the nation. It proved to have excellent propaganda value in the Presidential campaign.⁵

5. Cole was later tried for complicity in the affair but was acquitted. In 1865 Beall was arrested near Buffalo while he was engaged in a train wrecking operation. He was later executed. A story current at the time of his death was that his good friend, John Wilkes Booth, begged Lincoln to spare his life. The President, however, refused; later Booth angered over the President's refusal decided to assassinate him. Needless to say, the truth of the story is highly doubtful. As for the twenty-five soldiers who went A. W. O. L. Huntington assures us that they were not punished for it, but were mustered out September 22, 1864.

Recollections of the Great Lakes

1874-1944

By LAUCHLEN P. MORRISON

PART IV

THE TUGS under discussion were two-decked forward and this housing was carried aft to abreast the main towing bitts. This high housing made the tugs much drier in a heavy sea and also afforded much more comfortable housing for the crew. The main towing bitts were placed quite a long way forward of the stern of the boat. This pivot so placed allowed a much easier steering operation as a heavy line of vessels constrained to keep the tow boat in one direction in line with the tow. They were, as a rule, very handsome craft, with fine graceful lines, well kept up and well furnished with bunting which was displayed on all possible occasions. I don't quite remember the names of all of them but a partial list would comprise the *Quail*, the *Swain*, the *Owego*, the *Oswego*, the *Champion*, and the *Crusader*. All have disappeared but the *Crusader*. I saw her only this summer where she had been tied up at a dock for the past ten years. Her boilers have been condemned and there is not sufficient business in her line to warrant the installation of new ones. She is too big and awkward for a harbor tug, being fitted only for long, heavy tows in open waters. She will probably remain at her present moorings and some night quietly sink and rest her weary bones on the bottom of the river surrounded by the waters over which she so gallantly sported so long. They were a gallant fleet with a duty to perform and gallantly they did their job. "Requiescant in pace."

My early remembrances of the passenger ships are connected with the Lake Superior traffic only.

The Lake Erie to Lake Michigan passenger business developed a magnificent line of ships; many of them were palatial. The early trend of settlement of the middle western states did not pass into Lake Superior

but through the Straits of Mackinac, and the passenger business was enormous. It was a long lift from the Lake Erie ports to the shores of Wisconsin, Illinois and Indiana and the steamers were crowded with men, women, children, cattle and equipment. The only one of these ships that entered my early memories was the queen of them all, the *Lady Elgin*, who was rammed and sunk by the schooner *Augusta* while the passengers were enjoying a fine ball. A great many passengers were lost in addition to the magnificent ship.

Outside of the *Chicora* already mentioned, I remember the *Meteor*, *Mineral Rock* and the *Pewabic*. The *Pewabic*, with great supporting arches on each side to give longitudinal stability to the ship, was an odd looking ship. She was quite a small ship as vessels go today, but was held in considerable respect as safe and worthy. I saw her only once on Lake Superior. The *Mineral Rock* and the *Meteor* were sister ships, smaller than the *Pewabic* but also sound and seaworthy. The *Meteor* was lost in a collision. The *Mineral Rock*, loaded with quicklime one trip, developed a leak, and the water getting to the quicklime generated such a heat that the ship caught fire and was burned and sank.

The line of which the previously mentioned *Manitoba* was a part was then known as the Beatty line, and consisted of the *Ontario*, the *Quebec*, the *Manitoba*, and two small boats, the *Sovereign* and *Asia*. The *Ontario* and *Quebec* were quite commodious sister ships with accommodations for probably sixty first class passengers. Screw-propelled and quite handsome, their hulls were painted a bright emerald green, and the white upper works had bright red bandings on fender rails. The smoke stack was quite distinctive, bright red with a band of white and a band of black topping the stack. This distinctive stack is still in existence and is carried by vessels that are direct descendants of the old Beatty line. My brother, who makes his home in Billings, Montana, has the smoke pipe of his ranch house painted like the Beatty line stack, in commemoration of his early association with the line. He was what is known in seagoing parlance as a hasher, or a naval waiter.

The *Ontario* and *Quebec* were the star ships of the line and were well patronized. The old *Manitoba* acted as a good reliable understudy. Her master was well acquainted with the north shore of Lake Superior and she usually carried some freight to the less frequently visited ports. Her passengers were often treated to the sight of many unknown beauty spots

of the magnificent shore line of the greatest lake in the world. The *Asia* and *Sovereign* were relegated to the Georgian Bay trade routes and brought solace, goods and good fellowship to little known ports such as Spanish River, Owen Sound, Richards Landing, Bruce Mines and many other small lumbering and fishing hamlets. Many of these still exist much as they did in those earlier days. They won't die, but neither will they grow.

One other line dwells strongly in my memory. It was commonly called the Anchor Line. There were three ships in this line at the time of the *Ontario* and *Quebec*: the *India*, the *Japan* and the *China*.^{*} The boats were about the same size as the Beatty boats, painted much the same but without the distinctive stack. One of these was a composite built ship with wood planking covered with steel. These ships traded into Lake Superior to Marquette and the Keweenaw Peninsula and on to Duluth, which was rapidly growing into an important lake shipping town. The iron ore trade was getting out of its swaddling clothes and becoming a husky infant indeed.

What became of the three Anchor liners, I did not ever hear, but the last time that Gar Wood raced for the Harmsworth trophy in Belle Isle vicinity I had a station to watch the race at the foot of the street near the old Waterworks Park. After the race I saw a boat in a nearby slip that looked familiar. My companions at the time were also much interested in lake shipping. A little investigation showed the hulk to be the old *India*, but how changed! Sans paint, sans cabins, sans rigging of any kind, just the old lines of the old ship were still there. But there was no mistake to anyone who knows his shipping. A vessel becomes an individual. Even when divested of all makeup, the character of the ship remains. What a comedown, from a lordly passenger ship to a lowly coal hulk.

The press of progress forced the Beatty interest into building bigger and better ships. Two quite commodious ships, the *United Empire* and the *Monarch*, resulted. These ships were built within six miles of my home and a considerable part of the oak framing of one of them was cut on our farms. I watched with much interest the framing and assembling of the materials into a growing whole, of ponderous size, as seen on the

^{*} See INLAND SEAS, January 1945, p. 8, *The Old Lake Triplets* by Dana T. Bowen.

stock. When these ships were launched, the *Quebec* and *Ontario* were sold. The *Quebec* was cut down into a steam lumber barge and was renamed the *Spinner*. Of the *Ontario*, I know not her end. The *Manitoba* was scuttled and finally ended in the junk yard.

The Anchor Line also had a building yen about this same time and constructed two really deluxe passenger boats, the *Juniata* and *Tionesta*, followed some years later by an even greater ship called the *Octorara*. The ships are still afloat and in A 1 condition but passenger service along the south shore of Lake Superior dwindled and died, and since these ships could not carry enough freight to make a paying proposition, were withdrawn from service two summers ago.

The *Monarch* and *United Empire* did service for many years. Both were finally wrecked but before this time the Beatty Line had retired, selling out to the Canada Steamship company. The passenger branch of this company is known as the Northern Navigation company and the passenger boats now consist of four steel, modern ships named the *Saronic*, the *Huronic*, the *Homonic* and the *Noronic*. They still flaunt the Beatty line smoke stack; in fact the Canada Steamship company adopted the stack for their entire fleet of 25 to 30 ships.

After the building of the Canadian Pacific Railroad along the north shore of Lake Superior, the C. P. R. introduced a line of ships running from Owen Sound to the head of the lakes. These ships, which are still in service, are very fine, excellently equipped steel boats, built abroad on the Clyde banks. They were named the *Assiniboia*, the *Athabasca* and the *Algoma*. The *Algoma* was later wrecked with a large loss of life on the foot of Isle Royal and her loss was filled by a Canadian built ship called the *Manitoba*.

Another line that merited attention was operated by Jim Hill of Great Northern Railway fame. He had built in connection with the railroad two super deluxe passenger ships. These ships were really palatial, great speedy monsters called the *North West* and the *North Land*. I, with another man, had the honor of piloting the *North West* on the official trip opening the Hay Lake channel in the St. Mary's river. These ships were filled with the latest gadgets to entertain passengers. They were exceptionally speedy and were intended to act as feeders to the railroad, but were a dismal failure commercially. One of them was burned while tied to her pier when out of commission at Buffalo, New

York. The other was cut in two and sent down to salt water during the first World War, recut and returned to the Great Lakes, cut the third time for World War II and if still afloat, I do not know, but rumor has it torpedoed.

There is a nice little line of passenger ships now running which resemble the Hill ships. The *North American* and the *South American* are white two-stacker vessels, very much smaller than the two great Hill ships. Their beautiful white hulls against the green tree-covered banks of the St. Clair make a sight to be long remembered.

The passenger traffic on the Great Lakes is on the decline, why it is hard to say. Speedy deluxe trains, airplanes, and the automobile are probably the main cause, but I think another reason is that, having neglected it so long, the American people have lost the art of leisure.

There is nothing more restful than a few days spent on a well founded passenger ship. The ideal repose of the long summer day spent in the open air, and the clean pure air of the open spaces of the Great Lakes are a relaxing tonic. The tang of the air steps up the appetite, until you wonder whether the hash hammer is ever going to sound. How good that ship's meals taste. There is no sauce in the world so good as a few hours spent in clean, fresh air. Mayhap lake travel will come back again, but not in my time.

(To be continued)

The Port of Amherstburg, A Century Ago and Now¹

By DAVID P. BOTSFORD

A TRAVELLER approaching Amherstburg² a century ago would, in all probability first see the town from the water. In 1849 no railroad from the populous East had penetrated as far as the Detroit River frontier. The highways, it is true, were traversed by stage coach lines, but the roads were seldom good. It was only in winter, when navigation on the lakes ceased, that the experienced traveller turned to the stage coach for transportation.

In the century that has passed there have been many changes, but the coming and the going of the seasons was the same as now, and so, from about the first day of spring to December 7th when the lakes and channels were free from ice the traveller had available the swift, luxurious steamcraft.

In 1848 it is recorded that there were 950 arrivals and 950 departures from the Port of Amherstburg, a figure more than double that of last year when there were 350 clearances granted foreign or American ships and about 50 additional clearances to ships of Canadian registry engaged coast-wise. Of course, present day tonnages and cargo values would surpass those of a hundred years ago.

In 1849 there were 924 vessels of all types on the Great Lakes. The most numerous class was that of schooners and they totalled 548. Almost every beach along the lakes was suitable for building schooners where timbers were at hand. Next in number were sloops and scows totalling 128, followed by 93 brigs, and 15 barks. It was remarked that

1. A radio broadcast from CKLW at Windsor, Ontario, June 9, 1949.

2. The town of Amherstburg is 19 miles south of Detroit, Michigan, on the Canadian shore of the Detroit River. Here is the Fort Malden Museum, located in old Fort Malden, where the author is curator.

brigs and barks were passing out, and full-rigged ships were already a memory. Coming to steam craft there were 95 side-wheel vessels, commonly termed "steamers," and 45 propellers. The propellers were then a comparatively new class of vessel but soon surpassed in number the older model. Today there are only a few side-wheelers but they are giants in their class and are particularly suited to the type of service they render.

The American West was then beckoning emigrants and many vessels were built especially to accommodate that class of passenger. Formerly, Amherstburg or Detroit was the terminal of vessels from the East but with larger vessels many of the new ships passed on to Milwaukee and Chicago. Amherstburg, however, had sufficient vessels calling to serve her needs. The *Seneca* made two trips to Detroit each day after June 1st. Her summer schedule had her hours of departure from Amherstburg as 10 a. m. and 5 p. m. The fare was 25 cents, freight was 12½ cents per barrel bulk. Captain Bury was her master. The spring schedule provided for three trips per week.

Regular stops were made by the *Arrow* on her route between Sandusky and Detroit. The *Canada* stopped at Amherstburg on her trips between Detroit and Buffalo. The *Brothers* had her terminus at Amherstburg on the route originating at Chatham. This offered an alternative route to and from the East as two lines of stages connected with the *Brothers* at Chatham, one going by way of Wardsville, London, Brantford, Hamilton, St. Catharines and Queenston, and the other going to Rondeau where the steamer *London* gave connections by way of Port Stanley, Port Dover, Dunnville, and Buffalo. F. R. Baby was master.

The *Earl Cathcart*, a propeller, was Amherstburg-built and owned. She was launched in 1846 and was the first propeller built in the town. In the winter of 1848-49 she was improved by the addition of an upper cabin and a change in the design of her propeller buckets. The *Earl Cathcart* was the first to inaugurate the Amherstburg-Montreal route. She made as many trips per season as conditions allowed, running on no regular schedule, but averaging one round trip every three weeks.

In 1849 Fort Malden was still an active military post and on June 6th a company of the Royal Canadian Rifles arrived at Amherstburg on the *Earl Cathcart* from Niagara under command of Captain Hall of that Corps. The weekly newspaper then flourishing in Amherstburg, the *Courier* reports the departure of the *Cathcart* as follows:

... "she left on her downward passage again, on Thursday, taking with her the company of the same corps that has occupied the fort for the last six or seven years. The gallant old soldiers were loudly cheered as they left the wharf, and the two bands attached to the Amherstburg Fire Brigade discoursed very excellent music on the occasion."

The editor of the *Courier* had considerable reference to local marine happenings in his weekly, and following a "trial of speed" between his favourite the *Arrow* and the new steamer *Empire State* which he reports and comments on in the issues of May 12th and 19th:

"The *Arrow* left Amherstburg with the *Empire State*, and passed her handsomely one mile out in the Lake. This undoubtedly settles the question that the *Arrow* still sustains the reputation as the fastest steamship in the western waters"

and

"We greet her again as the swiftest in the race, and the model in shape, the most perfect, the most excellent of all her kind! The beauty on our waters! the paragon of boats!"

One suspects the editor was angling for a free passage! Incidentally, there was a custom in vogue on many of the lake lines of providing free transportation to all clergymen.

In June the *Arrow* was so unfortunate as to run aground at Put-in-Bay with some damage to her machinery, and while repairs were made, her route was operated by the *John Owen*. Upon her return the editor reported "she is sound as a biscuit again, and not a whit reduced in speed. We are pleased to see her on the route once more."

The speed of the vessels in 1849 is surprisingly close to present day standards. The *Arrow* advertised that she left Amherstburg between 12 and one, arriving at Detroit in something less than an hour and a quarter. The *Atlantic* made the voyage from Buffalo to Detroit in 18 hours. The *Canada*, one of the vessels calling at Amherstburg, advertised a more moderate rate and stated the time of her passage from the two ports as "through in 22 hours."

All those vessels carried both passengers and freight. All freight was package freight. The idea of loose "bulk" shipments was still in the future, and it was not until 1869 that vessels were specially devised to handle such shipments as lent themselves to mass handling, notably ores, coal, stone, and grain.

A new idea, still fresh enough to be a talking point in advertisements, was the "Upper Cabin." In upper cabin vessels those passengers with

means were separated from the confusion and turmoil of the freight deck below, and on these vessels the emigrants coming West were accommodated commonly on the freight deck where they made their own sleeping arrangements among the freight. The first propeller to be built with upper cabins was the *Princeton* built in 1845 at Perrysburg, Ohio, on the Maumee. The first side-wheeler to have upper cabins was the *Great Western* built at Huron, Ohio, in 1838. The idea originated on the Mississippi where palatial steamers of that construction were long the pride of the river.

In July, 1849, Amherstburg lost her direct connection with Buffalo as the steamer *Canada* was seized and sold for a breach of the Revenue laws. The purchasers were the *Canada's* opposition, the operators of the so-called "railroad monopoly," who had both rail and canal boat connections at Buffalo and the Michigan Central Railroad at Detroit as feeders at either end for their line of lake boats.

By favour, in the weeks following, the various Buffalo-bound vessels would make stops at Amherstburg to pick up passengers. But this practice came to an end from the time lost. A rather amusing letter on the subject is from the pen of Captain Henry Van Allen and addressed to T. F. Park of Amherstburg.

"Aug. 18th, 1849.

Dear Park:

I shall not be able to call at Amherstburg. The last time down we lost the cars, and the reason was imputed to be the short delay at your place. Mr. Brook forbids it any longer. I find I am (as well as the good people of Amherstburg) indebted to the Engineer of the *May Flower* for this attention—our stopping not meeting with *his* approbation, consequently has made himself very officious in notifying Mr. Brooks."

Losing the cars meant, of course, the railroad connection at Buffalo. The monopoly advertised that a passenger travelling by their line could make the passage from Buffalo to Chicago in 32 hours.

On the whole the year 1849 was a quiet year, commercially, on the lakes. This was owing to the cholera epidemic which had prevailed in Great Britain and Ireland and on the continent earlier. In Great Britain and Ireland the deaths totalled 14,000. It reached the Great Lakes and Canada by way of the Mississippi and Ohio. Though warnings of the ever nearing approach of the cholera appeared in the papers nothing effective could be done and finally in June the Great Lakes were affected. In the July 14th issue of the Amherstburg *Courier* appears a notice:

"The public are hereby warned against picking up sundry articles of bedding which were thrown into the Detroit river from off an American Steamer: those articles having been used by persons who died of Cholera aboard."

In the same issue it is reported that five boats of the Chicago and Buffalo line, the *Globe*, *Empire*, *Albany*, *St. Louis*, and *Southern*, and two boats of the Detroit and Buffalo line, the *Baltic* and *Canada* were laid up from the depression of business caused by the prevailing epidemic. There were seven cases of cholera at Fort Malden but no deaths owing, it was said, to the skill and exertions of the Assistant Surgeon. Two cases appeared in the township with one death.

The great political agitation of 1849 resulted from the passing of the Rebellion Losses Bill under the sponsorship of Lord Elgin. The residents of the port of Amherstburg are represented as being in opposition to this act of the Government and various ways were taken to show their antipathy to the measure and Lord Elgin.

When the Canadian Revenue Cutter, the iron steamer *Mohawk*, came to Amherstburg and Fort Malden on an inspection trip she had on board Major General Rowen and Colonel Plomer Young, "the hero of Prescott" in the affair of the Windmill battle in the Rebellion of 1837. Upon departure, the old gun captured from the patriots at Amherstburg was used for a salute, with a solitary cheer for the unpopular Governor-General but three rousing cheers for Plomer Young and the "Army and Navy." Again, when a schooner came into port laden with flour, no merchant would purchase the cargo because the barrels were labelled as the product of the "Elgin Mills." Incidentally, the schooner had first tried to dispose of her cargo further east, the ordinary market for flour and other produce of the Lake Erie ports.

The exports from Amherstburg were entirely agriculture and products of the forest in 1849. Hardwood timber, potash, pork and wheat were the chief items. Imports were coffee, tea, sugar, cloth, glass, iron, salt, and many miscellaneous articles needed in a pioneer community. During the war years just past the port of Amherstburg garnered import duties and excise and sales tax at a rate exceeding \$3,000,000 per year. At that time the Port of Amherstburg included in its return the out-ports of Leamington, Kingsville, and West Dock on Pelee Island. However, from July 1, 1948, Amherstburg has not had the revenue from the out-ports in its returns, as Leamington has been constituted a Port for Customs and Excise purposes, with Kingsville and West Dock as out-ports. The

Sales Tax licenses still make their returns to the Port of Amherstburg and these number more than 100. The present revenue of the Port of Amherstburg exceeds one million per year.

Amherstburg has always been very much a sailor's town. Hundreds of Amherstburg boys found their careers on the lakes, and still continue to do so. Almost every deck on the Great Lakes has been trod by an Amherstburg sailor. Every great storm has left its sad echo in an Amherstburg home. The present day sailor passing Amherstburg would see many of the buildings his great-grandfather saw a century ago. The Bois Blanc Island Lighthouse even then shone its welcome to the ship leaving Lake Erie and entering the Detroit. Upon the shore opposite stands the oldest house on the Great Lakes, the Mathew Elliott homestead built in 1784, nearer the town stands "Bellvue," completed in 1820, originally the home of Commissary Reynolds and now a veterans' home. The spires of three of the churches peeping through the trees were landmarks a century ago. The long docks laden with cord wood in 1849 have given way to coal yards, busy tugs and ferries, and excursion steamers have replaced the towering masts of the schooners. Further along the bastions of old Fort Malden may still be seen, no longer a military post on the western frontier but a National Historic Park with two museums, one building housing an ever-expanding Great Lakes collection.

If the sailor of 1849 could return, the greatest change to him would be the wonderful improvement in the aids to navigation that have been installed since his day. No longer is the aid of pilots required in guiding the larger ships through the channel, as dredging has deepened and straightened the original channels and a system of range lights and channel markers has made the Detroit River one of the safest as well as the busiest rivers in the world.

GREAT LAKES CALENDAR

By BERTRAM B. LEWIS

MAY, 1949

The tanker *Polaris*, converted by Cleveland Tankers, Inc., from an LST (landing ship, tanks) entered the Great Lakes petroleum trade. The tanker, whose capacity was 36,000 barrels, was equipped to carry three different products at the same time. These could be pumped into or out of the ship simultaneously.

MAY, 1949

Sea trials of the tug *North Dakota*, one of four steam tugs converted to Diesel propulsion by the Great Lakes Towing Company during the winter, were pronounced a success. The company expected substantial economies and improved service to result from the Diesel operations and indicated further conversions would be made.

MAY, 1949

The freighter *Thomas Wilson* of the Wilson fleet set what was believed to be a record for departures from Duluth-Superior with iron ore in a single month. She cleared the harbor in May with six cargoes, totaling about 87,000 gross tons, most of it for Ashtabula. She was berthed in the harbor on May 1 to load her first cargo and cleared on her last trip on May 31.

MAY, 1949

The part Great Lakes commerce played in the economy of the United States was told in a broadcast beamed to Russia and other foreign countries over the Voice of America. The relation of the low cost movement of iron ore to the American standard of living was emphasized.

MAY, 1949

To clear up confusion in the minds of fishermen as to the dividing line between American and Canadian waters the coast guard set three buoys marking the international boundary in Lake Erie island waters. Authority to establish the markers was obtained by Congressman Alvin C. Weichel of Sandusky after he had charged that a number of American fishermen had been unjustly accused of setting their nets in Canadian waters.

MAY, 1949

A Dutch freighter, which had been sunk by the Germans in World War II near Rotterdam before she could be given her sea trials, made her maiden voyage into the Great Lakes. She was the *Prins Willem V* of the Oranje Line, which had spent an estimated 1,500,000 guilders putting her back in shape.

JUNE, 1949

The largest and fastest freighter ever built on the Great Lakes was launched June 28 at Lorain, Ohio. She was the *Wilfred Sykes*, built for the Inland Steel Company of Chicago at a reported cost of \$5,000,000. The *Sykes* was 678 feet long over all, with a beam of 70 feet and a molded depth of 37 feet. Her estimated speed, loaded, was 16 miles an hour and her estimated capacity at intermediate draft, 20,000 long tons.

The Great Lakes in Niles' National Register

CONTINUING publication of excerpts about the Great Lakes
taken from America's leading news magazine during the years
1811 to 1849.

—The Editor.

Northern Ohio in 1813

The swamps of this country have lately been much spoken of, on account of the difficulties they present to the march of our troops and the transportation of heavy artillery and military stores. The "Black Swamp," which lies between Fort Finley and Portage river, has been particularly noticed. The face of the country is so flat that there is little or no descent to carry off the water; which, during the rainy seasons, accumulates in these swamps, and renders them, at times, impassable.—Yet there are few of this description that would present any serious obstructions to tillage; for there is no doubt, if the country was well opened by settlements, that the greater part of these swamps would be dried up; and such as would not, could be easily drained into some of the contiguous branches. When this is done, the ground may be cultivated to advantage.

The soil, generally, but especially from the southern boundary till within a few miles of the lake, is of the richest quality, well adapted to the production of grain and crops of almost every kind raised in the United States. A person may travel many miles through this part of the state and not find a hill, or a stone, or any other kind of land but such as is of the best quality. That part which lies more contiguous to the lake, and embraces those extensive plains which have been described, is somewhat inferior in quality; yet is too good to be ranked as second rate. There is a small portion of hilly or uneven land, which is generally covered with a few small trees and whortlebury, and other shrubbery, common to this land, and may be classed as third rate.

The timber is the same that is plentifully found through the western country, in the richest land. The most common is hickory, white, black

and red oak, white and black walnut, beech, ash, cherry, mulberry, locust and sugar maple—of the last there are a great number of most beautiful groves, planted by the hand of nature, seemingly for the use of man.—Such groves are numerous, also, in the settled parts of the state; and many of our farmers have their 'sugar camps,' of three or four acres, enclosed like their orchards. The borders of the land abound with shrubbery of various kinds, not known in other parts of the western country. The cranberry, particularly, grows in great plenty on the Sandusky, from which place many waggon-loads are annually brought into the settlements; they are sold at two dollars per bushel at this place.

The principal rivers are the Maumee (or Miami-of-the-lake), St. Mary's, Au-Glaize, Portage, Sandusky, Huron, Vermilion and Cayuhoga, all of which fall into lake Erie. Some of the tributary streams of the Ohio, among which are the Great Miami and Scioto, with some of their branches, have their sources in this territory.

The Miami-of-the-lake is formed by the junction of the St. Mary's and the St. Joseph's, (a small river which rises in Indiana territory) at Fort Wayne; and winding its course through a rich, level tract of country to Fort Winchester, late Fort Defiance, it receives the Au-Glaize. At the distance of about 40 miles below Fort Winchester, the waters of this river are precipitated over a descent which forms the celebrated 'Rapids'; and after passing at a short distance below Fort Meigs on the right, and the ruins of a small village opposite, on the east bank; and embracing a large island, it falls into a bay of the same name, opposite the scite (sic) of the old British fort 'Miami,' about eighteen miles from the lake. Its general course is north-east; its width is about 150 yards. The Miami is a handsome stream; its banks are regular—not abrupt, but sloping gradually to the water edge, and covered in the summer season with verdure. This river is adorned with a great many plains along its margin; which, though above high water mark, are considerably lower than the adjacent country. The celebrated Rapids of this river terminate about 3 miles above the head of the bay. The channel of the river is here composed of limestone rocks, formed into regular strata by parallel fissures, which sink perpendicularly into the rock, and run transversely across the river. The face of the bank for several feet above the water is also composed of solid rock; and from its appearance it is evident that the current has worked the channel many feet deeper

than it was in former ages. Few streams afford more eligible situations for water works than may be found at the Rapids.

The St. Mary's is formed by the junction of three small streams at post St. Mary's, or as it is called in some of our maps 'Girty Town,' which is about 12 miles north of Fort Lorrимie's, on Lorrимie creek, a branch of the G. Miami. This river passes through a fine tract of country, and uniting with the St. Joseph's at Fort Wayne, fifty-five miles from post St. Mary's, forms the Miami-of-the-lake. Between the navigable part of the river and that of Lorrимie's creek there is a portage of about eight miles.

The Au-Glaize is an inconsiderable stream; takes its rise nearly opposite the Great Miami; and passing Wappaukonnetta, Tawa, and other Indian villages, falls into the Miami-of-the-lake at Fort Winchester.

Portage is also a small stream, so inconsiderable at the crossing of Hull's road, eighteen miles south of the Rapids, as scarcely to deserve the appellation of a creek. It falls into lake Erie between the Miami and Sandusky bays.

The Sandusky has its source in the same plain with the principal branch of the Scioto river, and winding its course through a rich, flat country, and passing the post of upper-Sandusky, Fort Stephenson (late Lower-Sandusky) and some Indian villages, falls into Sandusky bay. The Sandusky is somewhat smaller than the Miami, but like it is adorned with beautiful and extensive plains, which seem bounded only by the distant horizon. The rapids of this river, situated a few miles above its mouth, are erroneously placed on our maps very high up the stream. There is a portage of a few miles between the navigable parts of this river and the Scioto.

The Huron is a small river which rises near the head of the eastern branch of the Scioto, and running parallel with the Sandusky, falls into the lake at a little town of the same name, about twenty miles east of Sandusky bay.

The Vermillion is an inconsiderable stream which falls into the lake at a little village of the same name, twenty miles east of Huron. This river is not laid down in our maps.

The Cayuhoga is a handsome stream, which rises near the source of the Tuscarawas, a branch of the Muskingum river. It runs in nearly a northern direction, and falls into lake Erie at Cleveland, a flourishing

village on the east side of the river, about 80 miles from Sandusky. This river forms the eastern boundary of the Indian lands in this state.

The Great Miami and Scioto rivers, with some of their branches, as before observed, have their source in this territory; but passing the Indian boundary in a southern direction, they flow through the richest, finest and most flourishing part of the state of Ohio; and passing a great number of flourishing towns, villages and settlements, fall into the Ohio—the former at Lawrenceburgh in Indiana territory, fifteen miles below Cincinnati; the latter at Portsmouth and Alexandria, two small villages 45 miles south of Chillicothe. As the river Raisin, though probably not included in the bounds of the state of Ohio, has become familiar to every one, on account of the inhuman butcheries thereat committed by our barbarous enemy, some notice of it may not be unacceptable.

This river rises in Michigan territory, and passing through a populous settlement of about 15 miles in length, falls into lake Erie about 18 miles south of Fort Malden, in Canada. The Raisin is smaller than the Miami, and its banks are equally handsome with those of that river; but towards the lake much lower, the adjacent country being only a few feet elevated above the water. The land is generally of an inferior quality, producing whortleberry and other shrubbery, indicating thin soil, in great plenty. The plantations have a very narrow front on the river, but extend back some distance; and the houses being all built on the bank of the river, gives it something of the appearance of the street of a town. From this cause, probably, the lower part of the settlement which was the most populous, is known by the name of 'French Town.' The inhabitants are mostly French Canadians; some few natives of France, and a few emigrants from the eastern parts of the United States. The Canadian settlers differ materially, in their manners and habits, from the American settlers; and it may be reasonably expected that they did not at first relish very well our republican institutions and government, differing so greatly from that they had formerly lived under. The militia of this settlement were formed into a regiment consisting of nearly 400 men, and when the territory was surrendered to the enemy last summer, the whole regiment was at the service of the United States, for the defence of the settlement and the garrison established there.

(To be continued)

NOTES

Return of the Turret Cape

THIS YEAR sees the return to the lakes of a vessel which first came there half a century or more ago but which for eight years past has been on salt water. This is the old *Turret Cape*, later renamed the *Sunchief* and now, on its return to fresh water, given the name *Walter Inkster*.

The *Inkster* is the last of the seven turret boats which were built in the early nineties by William Doxford & Sons of Sunderland, England, and brought to Canada soon after on contract to carry coal from Sydney, Nova Scotia, to Montreal. When this contract expired they were taken over by the Canadian Lake and Ocean Navigation Company, affiliated with the Mackenzie-Mann interests, who at that time were projecting the old Canadian Northern Railway.

After many years in the lakes trade the *Turret Cape* had apparently reached the end of her days and was sold to the Robin Hood Flour Mills Ltd. as a tow barge. Her engines were removed and it was not expected that she would ever be under her own power again. All this was changed by the coming of World War II.

In March, 1941, the old barge, then lying at the dock at Port Colborne, Ontario, was bought by Saguenay Terminals, Ltd., of Montreal. There she was reconditioned and Sulzer oil engines installed. This work was completed in October, 1941, and the vessel (renamed *Sunchief*) then left Montreal to engage in trade southbound to an American Atlantic port. Later she moved into the Caribbean Sea, being engaged in bulk cargo carrying with occasional trips north to Atlantic ports.

The growing need for bauxite from British Guiana during the war had, by

1943, indicated the desirability of correcting certain reaches of the Demerara River by dredging and other aids to navigation. Due to lack of sufficient available equipment a decision was reached to convert the *Sunchief* to a suction drag dredge and this was done during the early months of 1944.

The vessel then joined other dredging craft and did considerable work in the Demerara River between the bauxite mine locations and the open sea, including some dredging work on the ocean bar off Georgetown. Upon completion of that project the *Sunchief* was reconverted to a cargo carrier and resumed her job of shuttling bauxite from Demerara to Trinidad in which latter place a stock pile was maintained to top off vessels which were unable to load to full draft in the limited depth of water at the mine location on the Demerara River. The British Guiana bauxite is brought to Port Alfred on Ha-Ha Bay in the Saguenay River, Quebec, from where it is hauled by a short 20-mile railway to Arvida where the Aluminum Company of Canada operates the world's largest aluminum smelter.

Saguenay Terminals Ltd. is a subsidiary of the Aluminum Company and has recently decided to use larger ships. For this reason the *Sunchief* was sold to Sarnia Steamships Ltd. of Port Colborne and thus re-enters the Canadian lakes registry. Its new name honors Captain Walter Inkster, widely known compass adjuster, of Collingwood, Ontario.

During the war years the *Sunchief* was privileged to render assistance on several occasions to distressed ships and shipwrecked sailors. For this her ex-master, Captain L. H. Dicks, was awarded the decoration of the Order of the British Empire.

—Fred Landon

Louis Baus

THE GREAT LAKES HISTORICAL SOCIETY lost one of its first and most devoted members by the death of Louis Baus at Cleveland on Saturday, October 22, 1949. To the editors of *INLAND SEAS* this is the irreparable loss of a kind friend who, from the day it started, gave generously of his wide knowledge of lake ships, lent his pictures for publication and by personal efforts continually won new friends and obtained new material for the magazine. He never failed to come to the rescue when the going was hard and there are no words to say how we shall miss his cheery encouragement and faith in the success of *INLAND SEAS*.

The following account of his life is reprinted by courtesy of the Cleveland *Plain Dealer* where it appeared October 23, 1949:

Louis Baus, 74, of 1382 Gladys Avenue, Lakewood, a staff photographer for the *Plain Dealer* since 1911, died yesterday morning after an operation and two weeks' illness in Lakewood Hospital.

Both by hobby and profession, before he joined the *Plain Dealer* staff, Mr. Baus was a photographer. He was a member of the *Plain Dealer* Old Timers Club, the group of employees who have served with the paper for 20 years or more.

For a short time prior to going to work for the *Plain Dealer* he was with the old Cleveland *Leader*, which was bought by the *Plain Dealer* in 1917. Prior to 1910 he did studio work in Cleveland.

Widely known throughout Greater Cleveland in his active days, he was in his later years an ardent member of the Great Lakes Historical Society, an organization sponsored by the Cleveland Public Library, whose members have devoted much time to collecting data and photographs on the history of shipping on the Great Lakes.

As recently as the Noronic disaster in Toronto, he received a request from the History division of the Library,

which was seeking a picture of the ill-fated cruise ship.

Mr. Baus probably took the most complete collection of photographs of boats, both freight and passenger vessels, that has been assembled of Great Lakes shipping. He knew intimately most of the fresh water skippers and captains over the last half century.

Another specialty of his was traveling and photographing the old Ohio Canal over its entire length from Cleveland to Portsmouth, O. He made a notable collection of photographs of the old Ohio waterway.

Besides these special interests, he took and gathered a large collection of photographs of Cleveland in its earlier days and assembled a complete group of pictures on the old Shaker settlement in Shaker Heights before the suburb was laid out.

Mr. Baus was familiarly known in his earlier days to virtually every member of the Cleveland Fire Department of that era. He had a large collection of photographs of horse-drawn fire apparatus and pictures of most of the more spectacular fires which occurred here from the turn of the century to World War I.

He was always an assiduous stamp collector and was a great devotee of classical music.

A native Clevelander, Mr. Baus spent his boyhood in the old Broadway-Willson Avenue (now E. 55th Street) area where the family home was. In his youth he was a close friend of Admiral Ernest J. King, retired, who grew up in the same neighborhood. The two were classmates in Sunday school.

They always corresponded and as recently as two months ago Mr. Baus had a letter from his naval friend. Admiral King wrote that when he was next in Cleveland he expected to have a reunion with Mr. Baus.

After his marriage to Miss Luise Korth, he established a home in old Eastview Village, now a part of Shaker Heights.

Mr. Baus began his newspaper career in the days when photographers had to ride street cars to assignments and lug heavy glass photographic plates instead of film. They used violently explosive and smelly flash powder then instead of today's fast, clean flash bulbs.

Many older Clevelanders will remember Mr. Baus' fine collection of photographs which he took on farm life in northeastern Ohio. Frequently he colored the prints and lantern slides which he made and gave free displays of them for churches and other groups.

Some 50 years ago he was a member of the Salvation Army Corps here and often took part in the amateur minstrel shows which the organization staged.

In recent years he liked to travel with his children and in vacation time made many trips to historic spots in Ohio and near-by states.

Surviving him are his wife and three sons, James W. and Eugene L. of East Cleveland and Harry C. of Fairview Park Village, and a daughter, Mrs. Lois White of Chesterland, O.

Relic of The Wolverine

THE OLD *Wolverine*, once the *Michigan*, is gone but not forgotten. Efforts, in which this magazine joined,¹ to preserve this historic vessel, the first iron boat, met final failure this summer when the ship was scrapped.

One interesting souvenir was rescued, however, and will be a permanent addition to the historic monuments of Lake Erie. Al F. Wakefield of Vermilion, Ohio, a noted yachtsman and a sustaining member of the Great Lakes Historical Society, bought the port anchor, and has set it up in the park in front of his residence in the Vermilion Lagoons. A brass plate will be added, identifying the anchor for passers-by.

The following account of the anchor comes from C. Dean Klahr of Erie, where the *Wolverine* was long lodged. It is based in part on conversation with Captain W. L. Morrison, for many years the boat's commanding officer.

"The *Wolverine* was built in 1844 and was the first iron boat in any navy. At that time there was not the confidence in iron construction which we now have, and seven keelsons were put in the ship. The anchor, attached to ninety fathoms of chain, was the original anchor and has never been changed. Captain Morrison thinks that the weight is 2,500 pounds. On the starboard side was an anchor weighing 6,000 pounds attached to 120 fathoms of chain. This was also an original anchor.

"Shortly after joining the ship in 1909, he had occasion to get under way at one of the lake ports, and they started at 5:30 A. M. Sunday to raise the anchor. It was the equivalent of a house-moving job to assemble the rigging, blocks, snatch blocks, etc. The snatch blocks required two men to carry them. They stopped for breakfast and went at it again. At 11 A. M. they had the anchor up. Captain Morrison made up his mind that he would have nothing more to do with that anchor, and put it on the dock and had a mushroom anchor cast. The heavy anchor is now at Crystal Point in Erie Harbor near the Perry Monument. Captain Morrison placed on it a bronze plaque inscribed: "To those who have gone down to the sea in ships."

"On the shank of the heavy anchor was a balancing clamp with a link. When the anchor was hoisted, a hook from a boom was placed in the link and the anchor was swung on deck in a horizontal position, where it was landed on what the Captain called a 'bill board.' Here it was held in place by chains with triggers, and when the anchor was to be lowered the triggers were released, and the anchor slid off the bill board into the water. When Captain

¹. Save the *Wolverine*! by Captain R. W. England (INLAND SEAS, January, 1945, p. 36-37.)

Morrison discarded the heavy anchor, he transferred the balancing clamp and link to the port anchor, and because the shank of this anchor was smaller than the heavy anchor it was necessary to bush the clamp

with wood blocks to make a tight fit."

The *Wolverine* anchor now joins another historic relic in Mr. Wakefield's possession, the anchor davit of the old *Chippewa*.

The Great Lakes in Print

An Index to magazine articles and notes on the Great Lakes which have appeared in current periodicals not exclusively devoted to the lakes.

Business Week, July 9, 1949, pp. 22-23. Largest Freighter on the Great Lakes is Launched.

Chicago Sunday Tribune Magazine, *Grafic*, September 25, 1949, pp. 8, 21, 23. The Iron Ship, by Dr. Milo M. Quaife. (U. S. S. Michigan.)

Coronet, July, 1949, pp. 69-72. Mystery Sinking on the Great Lakes, by Donald L. Ephlin. (The *Milwaukee*.)

Motor Boating, July, 1949, pp. 38-39, Erie Landmarks, by Evelyn Mac.

Northwest Ohio Quarterly, Summer, 1949, pp. 86-112. The Migration of the Ottawa Indians from the Maumee Valley to Walpole Island, by Robert F. Bauman.

Sports Afield, October, 1949, p. 45. Dracula of the Lakes, by Robert Page Lincoln.

Steamboat Bill of Facts, June, 1949, pp. 34-36. White "W" over Blue Waters by the Rev. Edward J. Dowling, S. J.

Steamboat Bill of Facts, September, 1949, pp. 55-56. History of the Ashley and Dustin Boats, 1862-1945, by Captain Frank E. Hamilton.

This Month's Contributors

RALPH G. PLUMB, who has written extensively on the Great Lakes, previously contributed "The Goodrich Line" (INLAND SEAS, April, 1945).

GRACE LEE NUTE, professor of history at Hamline University and curator of manuscripts for the Minnesota Historical Society, is a leading historian of Northwest history.

DAVID P. BOTSFORD, Curator of the Fort Malden Museum at Amherstburg, On-

tario, is a descendant of a family long associated with the Great Lakes. Six generations, he writes, have had some Great Lakes experience. Mr. Botsford is a member of various state and provincial historical societies and at present Archivist of the Marine Historical Society of Detroit.

CAPTAIN LAUCHLEN P. MORRISON, well known to men of the Great Lakes, has written his memoirs for INLAND SEAS. This issue contains Part IV.

Book Reviews

CHAMPLAIN, THE LIFE OF FORTITUDE, by Morris Bishop. New York, Alfred A. Knopf, 1948. \$4.00.

Too many biographers are press agents for a favorite hero or propagandists for an idea. Morris Bishop is neither. His *Champlain* is neither hero worship nor argument. Rather it describes the man largely by his own words and the words of those who knew him, and binds the whole together by a narrative beside which most novels must seem thin indeed.

The device is not unlike that which Douglas Southall Freeman has employed in his volumes on *Young Washington*, and the result is a delight.

Champlain isn't drawn in water colors or oils, neither does he appear in bas relief. Mr. Bishop, with his subject's help, has sculptured the Father of Canada in the round. You feel that you know the man and you like him. And, finally, you find yourself respecting him even more because the book makes plain his weaknesses as well as his amazing strengths.

You will admire the adventurous explorer, the business strategist, the devout Christian with his unflagging missionary zeal—and sometimes you will be tempted to regret his lack of that essential ruthlessness without which no empire-builder can be altogether a success.

We follow Champlain from Brouage in the Saintonge to the Spanish Main where he learns seamanship and the rudiments of cartography; see him as a soldier of Henry of Navarre; explore Nova Scotia, Maine and Massachusetts, and perceive that Mr. Bishop knows and loves these coasts. With the explorer we paddle the length of the lake that bears his name to that fateful first conflict with the Iroquois; sweat out the portages on the Ottawa; fight mosquitos on the French River; paddle the east shore of Georgian Bay to make the acquaintance of the Hurons; play soldier, diplomat, trader in the New World and courtier in the Old.

There is no finer story in the history of the Continent and it is well told. The subtitle, *The Life of Fortitude* fits it well, and the fortitude with which it deals is moral, spiritual, as well as intestinal.

When next you're minded to read an adventure story, a romance of cloak and sword, try Morris Bishop's *Champlain*. The author, a Cornell professor, can write and he has a masculine sense of humor.

—I. S. M.

WORLD'S GREAT LAKES, by Ferdinand C. Lane, New York, Doubleday, 1949. \$3.50.

Speaking of the lakes, Ferdinand C. Lane writes "What has Man, the ignorant, the indifferent, the blunderer done but misuse their bounties and hasten their inevitable decline? Surely they deserve more appreciation—our friendly lakes!" Whether or not Ferdinand Lane has made us more appreciative of the world's forty-two great lakes in 254 pages, is a question. In his attempt to popularize his story he has created a hodgepodge of exploration, geography and description, although the information about the lakes selected by size (1500 square miles or more) is factual.

Besides discussing the area, outline, history, exploration and the people who live about the lakes, he has chapters on how lakes are formed and filled; lakes and civilization, and man and lakes. These chapters are by far the most interesting parts of the book.

The two most important lake sections in the world are our own Great Lakes and the Canadian Shield above them, and the Great African Rift. Of our own Great Lakes, he states that they are too well known to require more than a few sketchy highlights. Narrowing it all down to our immediate locale, Lake Erie is a gigantic puddle and ranks as number twelve in the list of the world's big lakes. Since it is much the shallowest, it is the most treacherous and reacts to sudden squalls. Lake Erie possesses one of the grandest waterfalls on earth. But Niagara is linked with Lake Erie in a destructive partnership, for the falls increasingly plot the latter's destruction. At the present rate of erosion, four or five feet annually, the river within 100,000 years would gnaw a channel all the way back to Erie, sufficient to drain off its shallow content and change it to a sifted river valley. But relax,—geologists assure us that the great falls will subside to a mere rapids long before the lake itself is involved.

—M. P.

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- THE D. A. DYCHE SALVAGE COMPANY,
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